

The Hongkong Telegraph.

(ESTABLISHED 1881)

NEW SERIES No. 6757

號二初月四年四十三緒光

FRIDAY, MAY 1, 1908.

五拜禮

號一月五英港香

\$30 PER ANNUM
SINGLE COPY 10 CENTS

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,123,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KORE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. LIOYANG.
SAN FRANCISCO. MUKDEN.
HONOLULU. TIE-LING.
BOMBAY. CHANG-CHUN.
SHANGHAI.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.

" 6 " 4% " "

" 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.

" 6 " 3% " "

" 3 " 2% " "

No. 5, Queen's Road Central,

Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

THE CORPORATION TRANSACTS EVERY DESCRIPTION

OF BANKING AND EXCHANGE BUSINESS,

RECEIVES MONEY IN CURRENT ACCOUNT AT THE

RATE OF 2% PER ANNUM ON DAILY BALANCES AND AC-

CEPTS FIXED DEPOSITS AT THE FOLLOWING RATES:—

FOR 12 MONTHS 4% PER CENT. PER ANNUM.

" 6 " 3% " "

" 3 " 2% " "

NO. 5, QUEEN'S ROAD CENTRAL,

HONGKONG.

W. M. ANDERSON,

MANAGER.

HONGKONG, 8TH APRIL, 1908. [25]

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HONGKONG, 8TH APRIL, 1908. [25]

HONGKONG AND SHANGHAI BANKING CORPORATION.

AID-UP CAPITAL \$15,000,000
RESERVE FUNDS " 15,123,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KORE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. LIOYANG.
SAN FRANCISCO. MUKDEN.
HONOLULU. TIE-LING.
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HONGKONG, 8TH APRIL, 1908. [25]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c., via usual Ports	DEVANHA Capt. T. H. Hyde, R.M.R.	2nd May Noon	See Special Advertisements.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NORE Capt. G. J. Phillips	About 6th May	Freight only.
MOJI, KOBE & YOKOHAMA	CANDIA Capt. O. Jones, R.M.R.	About 7th May	Freight only.
SHANGHAI & HANKOW	CAYLON Capt. G. W. Babot	About 9th May	Freight and Passage.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 30th April, 1908.

Intimations.

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF
SLAZENGER'S AND BUSSEY'S
TENNIS RACKETS.
\$8.00 to \$20.00 each.

TENNIS BALLS.

\$10.00 per dozen.

TENNIS NETS & POSTS.
MARKERS NET-REGULATORS.

COURT MARKERS.

RANSOME'S
LAWN MOWERS.

TENNIS SHOES.

\$6.50, \$8.50 and \$10.50 per pair.

LANE, CRAWFORD & CO. [68]



Teleph. No. 75

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th April, 1908.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout American).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.

The only First-class Hotel in Kowloon.

Most Charming and Popular Resort in the

Colony.

Electric Lights, Fans and Call Bells.

Bath Rooms attached to Each Room.

Telegraphic Address:

"KOWLOON" HONGKONG.

Telephone No. 84.

Unrivalled for Comfort and Cuisine.

Thoroughly Up to Date with Every Modern

Luxury.

Billiards and Bowling Alloys.

Moderate Terms and No Extras.

Modern Management.

O. E. OWEN,

Proprietor.

[64]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,353 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,250 Tons,
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.

(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at

9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday,

Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing

Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION

COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation, and are

lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 3rd May.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at

Mails.

NORDDEUTSCHER LLOYD,

BREITEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About FRIDAY, 1st May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"YORCK"	WEDNESDAY, Noon, 6th May.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW"	About WEDNESDAY, 6th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	THURSDAY, 5 P.M., 21st May.
KUDAT and SANDAKAN	"BORNEO"	Middle of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th April, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	11th May, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	AUSTRALIER	Verron	12th May, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	TONKIN	Charbonnel	15th May, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	YARRA	Sellier	16th May, 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

J. MILLET,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 28th April, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLE, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA to HONGKONG in 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER.....13 DAYS.

LONDON and PARIS

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings

AMIRAL MAGOM..... 4th June	MALTE	11th Oct.
AMIRAL EXELMANS .. 25th July	CEYLAN	26th Nov.
QUESSANT	CORSE	11th Jan.

No passengers. * Intermediate class and rates of passage.

New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

J. MILLET, FRENCH MAIL OFFICE.

[46]

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

Hongkong, 26th March, 1908.

Intimation

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Oodes A. B. O. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half April	JAVA	Second half April
TJIMAH	JAVA	Second half April	AMOY	First half May
TJIPANAS	JAVA	First half May	SHANGHAI	First half May
TJIKINI	JAVA	First half May	JAPAN	First half May
TJILATJAP	JAVA	Second half May	SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 21st April, 1908.

[16]

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 11 knots.

S.S. "CHARLES HARDOUN," 1,000 tons, 11 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5 P.M. (Sundays excepted).

Three superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 28th March, 1908.

[11]

Intimation.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.

General Agents

Hongkong, 22nd October, 1907.

[42]

DENTISTRY—MRS. FREMLIN'S COURT.

"BLOOD AND BONES" SPENT ON A PATIENT.

Mr. Richardson, the great dentist of Brookline, Grovesend, was himself in the operating chair of K.B.V., before Mr. Justice Granham and a special jury yesterday (Mar. 31) and Mr. Montagu Lush, K.C., fixed the tweezers of cross-examination upon his jaw for several hours. The dentist, it will be remembered, sued Mr. Fremlin, the wealthy brewer of Maidstone, for £570 3s. for dental work done to Mrs. Fremlin. Mr. Richardson says that this business was work that no other dentist in the world had ever done, namely, the fixing of a "removable gold bar" fitted with the finest teeth obtainable, to Mrs. Fremlin's upper jaw. The lady was charged two guineas for every half-hour she spent in the dentist's surgery.

Mr. Lush's cross-examination lasted practically the whole of the morning, and the case was again adjourned.

I see (said Mr. Lush), you describe yourself as a doctor. Have you taken an M.D. degree?—No; it is merely a complimentary form given to me when I studied and lectured in America. The Judge: So you are a complimentary doctor?

Mr. Lush:—A complimentary dentist!

The Plaintiff:—An institution of a certain part of America favoured me with the degree—the University of Wisconsin—for lectures I delivered there, my lord.

MOUTH VALUES.

Do you think (asked Mr. Lush) that the charge you made in Mrs. Fremlin's case was fair and reasonable? Oh, yes! Why, I have charged over £1,000 for making a set of artificial teeth and preparing the mouth for them!

Where do you come across these fortunate people?—Oh, I have them every day, sir. I should like to say at this point (added the witness) that my presence here is more on behalf of my profession than my personal self. I am laying stepping-stones for English people to understand the value of their mouths (solemnly).

Mr. Lush:—If your stepping-stones are as expensive as this, it would be rather an expensive bridge!

"MY BLOOD AND BONES."

You regard this work with Mrs. Fremlin as the most marvellous work on record?—Yes, I do (proudly).

Work that cost, you said, a part of your life! What does that mean?—My Blood and Bones! explained Mr. Richardson tragically.

Mr. Lush: I see you write to Mr. Fremlin: I really must thank Mrs. Fremlin for all her patience and perseverance, as I look upon her case as one of the most marvellous on record, and one that has cost part of my life!

Did that patient take part of your life?—Not all of it.

Do the £3,000 ones?—Yes, they do!

What happens to you? asked Mr. Lush, sympathetically.

Mr. Richardson drew himself up with dignity. "What happens to a man who sweats and fumes and labours and gives out his blood and life to his patients—as Mrs. Fremlin knows only too well!" (he cried).

The Judge: Perspiration is supposed to prolong life, you know.

Mr. Lush: Do you mean you got so exhausted?

The witness declared that many times, after being with a patient for two or three hours, he had retired to his bed "done up."

Do you keep a gentleman to hide behind a screen and take notes of what the patient says?—I don't understand. Perhaps that may be so in the legal profession.

This is in the dental profession! remarked Mr. Lush, and produced notes of conversation "with Mrs. Fremlin and Dr. R." taken by "Dr. R." private secretary. This conversation was very remarkable.

Did you know that Mrs. Fremlin was a wealthy man?—Oh, yes! was the reply. Everybody knows the Freemilns of Maidstone!

A kind-hearted, confiding man?—Yes. Therefore, a man whom you would like to get hold of?—Well—yes!

"FOR THE BRAINS"

Mr. Lush suggested that in the preliminaries, the dentist charged Mrs. Fremlin £26 for something that an ordinary dentist would have done gladly for a couple of guineas.

How much do you put down for the brains! rapped out Mr. Richardson, tapping his domed forehead.

"Very little!" remarked the K.C. drily. "There's a lot left out in that bill!" continued the witness.

"What is it?" asked Mr. Lush. "There's a great deal of brains left out!" murmured the expert, sadly.

"Don't let your brains go out too much," warned Mr. Lush.

"Mr. dear Mr. Lush!" replied the dentist, "you have a wig to protect your brains, and I haven't; therefore, I have to look after my brains. You know, these pokes are very nice, but they are not very professional to serious-minded men like myself. They get into the papers and cause dreadful results to us professional men."

"Oh, get on, get on!" urged the Judge, impatiently.

Mr. Richardson got on, and proceeded to explain at great length some of his dental victories.

TOOK 300 HALF-HOURS.

"This rich and confiding brewer has taken 300 half-hours of your life?" said Mr. Lush, sympathetically.

The Judge: Also your brains!

The Dentist: Also my blood and bones, my lord! (Loud laughter.) Some people are so foolish that they think of money only. As for me, I think of skill and efficiency only.

Speaking of the gold bar which formed the base of Mrs. Fremlin's dental resurrection, Mr. Richardson said: "I am as proud of that beautiful and wonderful piece of work as a mother is of her first baby!"

This ended the cross-examination, and in a short address to the jury Mr. Lush argued that the plaintiff's charges were entirely extravagant.

Mrs. Fremlin—a slight, handsome lady with a rather pathetic droop to her mouth—told the jury that had she imagined the pain and the trouble she was going to undergo she would never have undertaken the ordeal. She was given to understand that Richardson was the only man in England who could do the particular work she needed.

The cross-examination by Mr. Palmer was only beginning when the Court rose.

Consignees.

S.S. "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex s.s. *Madeo* in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 4th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th May, or they will not be recognised. All damaged packages will be examined on MONDAY, the 4th May, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,
Agent,
Hongkong, 27th April, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DELTA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted and marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Victoria*.

From Persian Gulf, ex B.S.N. and R. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent,
Hongkong, 19th April, 1908.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"ONSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 2nd May, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 30th April, 1908.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KALOMO"

Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Owing to the steamer having encountered heavy weather, Consignees are notified that a General Average Bond must be signed before Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on WEDNESDAY, 6th May, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & Co., Agents.

Hongkong, 30th April, 1908.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Leitz	About FRIDAY, 1st May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"VORCK" Capt. J. Raudermann	WEDNESDAY, Noon, 6th May.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW" Capt. H. Förmes	About WEDNESDAY, 6th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leitz	THURSDAY, 5 P.M., 31st May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th April, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	11th May, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	AUSTRIEN	Verton	12th May, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	TOKI	Charbonnel	25th May, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	YARRA	Seller	26th May, 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 up to £71.10, 20 hours' railway from Marseilles to London.
Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

J. MILLET,
AGENT,

QUEEN'S BUILDINGS.

Hongkong, 28th April, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG IN 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER.....12 DAYS.
LONDON AND PARIS.....16

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

† AMIRAL MAGOM.....4th June	† MALTE.....12th Oct.
† AMIRAL EXELM.....25th July	† CEYLAN.....16th Nov.
† OUESSANT.....27th Aug.	† CORSE.....11th Jan.

No passengers. * Intermediate class and rates of passage.
New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.
For further Particulars, apply to

J. MILLET, FRENCH MAIL OFFICE.

Hongkong, 1st May, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILATING.
For further information apply to—
BUTTERFIELD & SWIRE,
General Agents,
WEST RIVER BRITISH STEAMSHIP COMPANIES.

Hongkong, 20th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 606, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half April	JAVA	Second half April
TJIMAH	JAVA	Second half April	AMOY	First half May
TJIPANAS	JAVA	First half May	SHANGHAI	First half May
TJIKINI	JAVA	First half May	JAPAN	First half May
TJILATJAP	JAVA	Second half May	SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 21st April, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL REAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street, Canton Agents—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

Hongkong, 28th March, 1908.

BARRETTO & CO.,
Agents.

Intimation.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.

General Agents.

Hongkong, 22nd October, 1907.

DENTISTRY—MARVELS IN COURT.

"BLOOD AND BONES" SPENT ON A PATIENT.

Mr. Richardson, the great dentist of Brook-st., Grosvenor-sq., was himself in the operating chair of K.B.V. before Mr. Justice Grantham and a special jury yesterday (Mar. 31), and Mr. Montagu Lush, K.C., fixed the tweezers of cross-examination upon his jaw for several hours. The dentist, it will be remembered, was Mr. Fremlin, the wealthy brewer of Maldstone, for £370 3s. for dental work done to Mrs. Fremlin. Mr. Richardson says that this business was work that no other dentist in the world had ever done, namely, the fixing of a "removable gold bar" fitted with the finest teeth obtainable, to Mrs. Fremlin's upper jaw. The lady was charged two guineas for every half-hour she spent in the dentist's surgery.

Mr. Lush's cross-examination lasted practically the whole of the morning, and the case was again adjourned.

I see (said Mr. Lush) you describe yourself as a doctor. Have you taken an M.D. degree?—No; it is merely a complimentary form given to me when I studied and lectured in America. The Judge: So you are a complimentary doctor?

Mr. Lush:—A complimentary dentist! The Plaintiff:—An inhibition of a certain part of America favoured me with the degree—the University of Wisconsin—for lectures I delivered there, my lord.

MOUTH VALUES.

Do you think (asked Mr. Lush) that the charge you made in Mrs. Fremlin's case was fair and reasonable? Oh, yes! Why, I have charged over £3,000 for making a set of artificial teeth and preparing the mouth for them! Where do you come across these fortunate people?—Oh, I have them every day, sir. I should like to say at this point (added the witness) that my presence here is more on behalf of my profession than my personal self. I am laying stepping-stones for English people to understand the value of their mouths (solemnly).

Mr. Lush:—If your stepping-stones are as expensive as this, it would be rather an expensive bridge!

"MY BLOOD AND BONES."

You regard this work with Mrs. Fremlin as the most marvellous work on record?—Yes, I do (proudly).

Work (that cost, you said, a part of your life! What does that mean?—My Blood and Bones! explained Mr. Richardson tragically.

Mr. Lush: I see you write to Mr. Fremlin: "I really must thank Mrs. Fremlin for all her patience and perseverance, as I look upon her case as one of the most marvellous on record, and one that has cost part of my life!" Did that patient take part of your life?—Not all of it.

Do the £3,000 ones?—Yes, they do! What happens to you? asked Mr. Lush, sympathetically.

Mr. Richardson drew himself up with dignity. "What happens to a man who sweats and fumes and lathers and gives out his blood and life to his patient—as Mrs. Fremlin knows only too well!" (he cried).

The Judge: Perseverance is supposed to prolong life, you know.

Mr. Lush: Do you mean you got so exhausted?

The witness declared that many times, after being with a patient for two or three hours, he had retired to his bed "done up."

Do you keep a gentleman to hide behind a screen and take notes of what the patient says?—I don't understand. Perhaps that may be so in the legal profession.

This is in the dental profession remarked Mr. Lush, and produced notes of conversation with Mrs. Fremlin and Dr. R.—"taken by 'Dr. R.'—a private secretary. This conversation was very remarkable.

Did you know that Mr. Fremlin was a wealthy man?—Oh, yes! was the reply. Everybody knows the Fremlins of Maldstone!

A kind-hearted, confiding man?—Yes. Therefore, a man whom you would like to get hold of?—Well—yes!

"FOR THE BRAINS."

Mr. Lush suggested that in the preliminary, the dentist charged Mrs. Fremlin £26 for something that an ordinary dentist would have done gladly for a couple of guineas.

How much do you put down for the brain-rapped out Mr. Richardson, tapping his domed forehead.

"Very little," remarked the K.C. drily. "There's lot left out in that bill!" continued the witness.

"What is it?" asked Mr. Lush. "There's a great deal of brains left out," murmured the expert, sadly.

"Don't let your brains go out too much," warned Mr. Lush.

"Mr. dear Mr. Lush!" replied the dentist, "You have a wig to protect your brains, and I haven't! Therefore, I have to look after my brains. You know, these pokes are very nice, but they are not very professional to serious-minded men like myself. They get into the papers and cause dreadful results to us professional men!"

"Oh, get on, get on!" urged the judge, impatiently.

Mr. Richardson got on, and proceeded to explain at great length some of his dental victories.

TOOK 300 HALF-HOURS. "This rich and confiding brewer has taken 300 half-hours of your life?" said Mr. Lush, sympathetically.

The Judge: Also your brains! The Dentist: Also my blood and bones, my lord! (Loud laughter.) Some people are so stupid that they think of money only. As for me, I think of skill and effectiveness only.

Speaking of the gold bar which formed the base of Mrs. Fremlin's dental restoration, Mr. Richardson said: "I am as proud of that beautiful and wonderful piece of work as a mother is of her first baby!"

This ended the cross-examination, and in a short address to the jury Mr. Lush argued that the plaintiff's charges were entirely extraneous.

Mrs. Fremlin—a slight, handsome lady with a rather pathetic droop to her mouth—told the jury that had she imagined the pain and the trouble she was going to undergo she would never have undertaken the ordeal. She was given to understand that Richardson was the only man in England who could do the particular work she needed.

The cross-examination by Mr. Palmer was only begun when the Court rose.

Consignees.

S.S. "YARRA"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex s.s. *Medee* in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being loaded and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon; whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 4th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th May, or they will not be recognized. All damaged packages will be examined on MONDAY, the 4th May, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,

Hongkong, 27th April, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DELTA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Victoria*.

From Persian Gulf, ex R.I.S.N. and R. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th May at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.
Hongkong, 29th April, 1908.

INDO-CHINA STEAM-NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"ONSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 2nd May, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.

General Managers.
Hongkong, 30th April, 1908.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KALOMO"

Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Owing to the steamer having encountered heavy weather, Consignees are notified that a General Average Bond must be signed before Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 6th May, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO.,
Agents.

Hongkong, 30th April, 1908.

Intimation.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

ABSOLUTE NOVELTIES.

Organdi

Muslins:
Bordered
Robes:
Figured
Voiles:

THE HOUSE
FOR
LATEST FASHIONS.

Mercerised
Lawns:
Stripe
Zephyrs:
Costume
Linens:

DAINTY
FABRICS
FOR
PRESENT WEAR.

W.M. POWELL, LTD.,
Des Vœux Road,
and
28, Queen's Road,
HONGKONG.
Hongkong, 24th April, 1908.

Public Company

THE HONGKONG ELECTRIC CO., LD.

NOTICE is hereby given that the NINETEENTH ORDINARY GENERAL MEETING OF THE SHAREHOLDERS will be held at the Company's Office, St. George's Building, TO-MORROW, the 2nd May, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29th February, 1908, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st May, 1908. [421]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5.15 P.M. for the purpose set forth in the notice posted in the Hall of the Club.

By Order,
JAMES CRAIK,
Acting Secretary.
Hongkong, 29th April, 1908. [456]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5.25 P.M. for the purpose set forth in the notice posted in the Hall of the Club.

By Order,
JAMES CRAIK,
Acting Secretary.
Hongkong, 29th April, 1908. [457]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 2nd May, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF
JAPANESE CURIOS,

Comprising:—
CARVED CHERRYWOOD SOFAS, TABLE CHAIRS, STANDS, MOTHER-OF-PEARL INLAID SCREENS and PANELS, SILK-EMBROIDERED SCREENS and PARASOLS, WAI L HANGINGS, KINKOSAN SATSUMA VASES, HOWLS, CARVED-BRASS and BRONZE BOWL and VASES, IVORY CARVINGS, TORTOISE-SHELL ORNAMENTS, ARITA and MIDDU WARE, OLD IVORY NETSUKES, INRO LAQUERED WARE, BUDDHAS and TEMPLE ORNAMENTS, OLD CLOISONNE VASES, &c.

Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st May, 1908. [448]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

TUESDAY,
the 5th May, 1908, at 2.30 P.M., at "Myrtle Bank," 51, Mount Kellet Road, The Peak,

SUNDRY VALUABLE
HOUSEHOLD FURNITURE,
THEREIN CONTAINED,

Comprising:—
DOUBLE IRON and BRASS BED-STEADS and MATTRESSES, TEAKWOOD WARDROBES with MIRROR DOORS, OVERMANTELS with MIRRORS, SIDEBOARD and DINNER WAGGON, MARBLE-TOP WASHSTAND, BOOKCASES, TABLES, FENDERS, GLASS and CROCKERY WARE, LADY'S DESK by Hall & Holtz, Shanghai, CHEST-OF-DRAWERS, DRESSING TABLE, LAMPS, HAT and UMBRELLA STANDS, &c., &c.

ALSO
ONE 12-BORE SPORTING GUN in Case. Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 30th April, 1908. [459]

For Sale.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by BICOT, BAYAN, JOBERT, and all others, cures all the diseases to which the human body is liable, and is a medicine of the kind, and one, which is never employed.

THERAPION No. 1 is a really short time, after a few days' use, restores all diseases, especially suppurating infections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases, and leads to the destruction of the whole system, and is a medicine of the kind, and one, which is never employed.

THERAPION No. 2 is a really short time, after a few days' use, restores all diseases, especially suppurating infections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases, and leads to the destruction of the whole system, and is a medicine of the kind, and one, which is never employed.

THERAPION No. 3 is a really short time, after a few days' use, restores all diseases, especially suppurating infections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases, and leads to the destruction of the whole system, and is a medicine of the kind, and one, which is never employed.

THERAPION is a really short time, after a few days' use, restores all diseases, especially suppurating infections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases, and leads to the destruction of the whole system, and is a medicine of the kind, and one, which is never employed.

Sold by all Chemists.

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandolin and Guitar at pupils' residences.
Evening engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1908. [502]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE,
Manager.
Hongkong, 22nd March, 1908. [61]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5 50 per Cask ex Factory.

In Bags of 250 lbs. net \$3 35 per Bag ex Factory.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 28th April, 1908. [53]

50 PER CENT LESS.

WE WILL SELL OUR ENTIRE STOCK OF

BICYCLES and

ACCESSORIES

at 50 % less than usual

prices for one week only,

to clear our old stock

and make room for our

new shops at Nos. 33 &

35, Des Vœux Road.

Begin from TUESDAY, the 3rd

MARCH.

Remember we will Remove to our

Shops on the 7th inst.

DRAGON CYCLE DEPOT,

11, D'AGUILAR ST.

Hongkong, 2nd March, 1908. [54]

LEE YEE

HAIR DRESSING SALOON,

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,

HONGKONG,
Hongkong, 2nd September, 1907. [68]

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 24th April, 1908. [69]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE

Consultation Free.

Hongkong, 2nd March, 1908. [69]

RELIGIOUS FRENZY

WEIRD ANTICS OF PEOPLE IN HYSTERICS.

A little sect of rabid Revivalists have taken the Bethel Hall, in the Peckham-rd., and last night (April 1) they gave a thrilling show to a crowded audience of the elect. For two hours certain individuals lost all control of themselves, and went swaying, shrieking mad to the disruption of some of the furniture, and the sheer amazement of the few curious strangers who happened to drift in.

The proceedings are run, it seems, by an Irish-American gentleman, who goes by the name of Holy Brother Wilson. He chews gum, and is assisted by a pale-faced, not unhandsome, American girl, with business-like eyes, and an air of utter unconcern regarding all that is going on.

THE BUSINESS OF THE EVENING.
The business of the evening began by all present grovelling with their heads very much lower than their bodies—and all with their backs to the stage, where flamed a great coloured poster—

VICTORY! IT IS FINISHED!!
In dead silence the voice of the Irish-American suddenly cut like a keen knife into the hot, stifling air.

"Muzzle the epileptic! Muzzle 'em, muzzle 'em, muzzle 'em! Tear off the scarlet robe of Satan!"

Whereupon an aged grey-haired woman with bugles in her bonnet and a mild frenzy in her eyes began tattooing with her heels on the floor, cracking her fingers, and crying in a shrill, unhuman treble; "Bub—bub—bub, bub—bub—bub, bubble—bubble—bubble—booo!"

"She's got it!" yelled Brother Wilson.

"Shure, an' she's got it! Will anybody testify?"

A VEILED LADY.

A Gold-Coast negro got up—and gave—a moral story about a potato patch, and in the midst of his tale there entered a clever-looking lady in blue, with a blue veil concealing her face. You could see her eyes shining through like sparks. Behind her came her daughter—presumably—a nicely-dressed young lady, with rich red hair, which, as soon as she flung herself frantically into the grovelling position, came tumbling down in a golden cascade.

"Bubble—bubble—bubble!" cried the old lady with the bugles.

Brother Wilson fixed the lady in blue with his sharp, brown eye. He chewed and asked for testification. And she testified in a rich, refined voice, contrasting strangely with the harsh Hibernian baronages of Holy Brother Wilson.

A STARTLING EXPERIENCE.

She had just reached the point of her very long—but quite literary and pleasing—story, when a tall girl in the front row went mad with tremendous and nerve-shattering suddenness. She waggled her arms, the pupils of her large eyes rolled upwards out of sight, and she began to wriggle and gasp and jerk just like the wonderful heroine in the gruesome Sicilian play, "Malia."

"She started steaming—s-s-s-s-s—"

"Tongues! The Power of Tongues!" yelled Holy Brother Wilson. "She's got it!"

It was really an astonishing development of sheer hysteria of the most violent kind. This is something like the beginning of her weird and flesh-creeping recital:

Ho! Hortikka, sintikka, hintikka, siggaso!

Hon! Hittikka, wottikka, wortikka!

Hun! tikka, tokka.

Han. Tikka, Ho tikka.

Hoo—click, click, click.

SANK IN A SEMI-SWOON.

She sank down in a rigid, semi-swoon, while the old lady opposite began her heel tapping, and her bubbling again.

The lady in blue went on in her soft voice.

"The Devil and I met in the scullery, and we fought hard for two solid hours . . .

hours . . . until at last I heard his voice speaking somewhat sadly in my heart:

Yes, madame, I believe you are getting the best of me.

"Hi, Yi, Hi, Hi, Yawp!" broke in Brother Wilson. His voice, leather-lunged with his wild enthusiasm, sounded ridiculously like a butcher yelling his ware on a Saturday night in the Caledonian-rd. But nobody even smiled.

The red-haired girl, sweet-faced, sweet-voiced, and sadly in earnest, told her pretty little schoolgirl tale of how she found it on a windy, sleazy day in Edinburgh when she converted an arrandboy and then caught the night express to town and Peckham.

At ten p.m. there was a Waiting and Watching interval, when everybody rocked and groined until nervous ladies at the back began to squirm and think of lions and tigers. Then Brother Wilson began an exhaustive and exhausting exhortation in which the brogue was so pronounced that one waited almost breathlessly for "Begorra!" to break through irresistibly.

He had one small "Malia" spasm, out of which he chortled something very much like the Harvard University yell. But he could whip an ass into the enthusiasm of hysteria, so he chewed gum and fixed the lady with the bugles with his sharp eyes. But even she had ceased to bubble.

Finally the elect lay across the chairs and moaned as if they were in acute internal pain.

At about midnight they arose, danted themselves, and drifted out into the silent streets of Peckham.

To-night at an address in Upper-st., tallington, they promise more fits and starts.

The whole proceeding is disgusting, and ought to be stopped.—Morning Leader.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than THE RATES (to be) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 24th September, 1907. [63]

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after a two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDECK MACGREGOR & Co., Hongkong.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that JOHN DIXON AND COMPANY, of 193 High Street, Prahran, Victoria, Australia, created Waters and Cordial Manufacturers, have, on the 20th day of January, 1908, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



in the name of JOHN DIXON AND COMPANY, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants since the month of June, 1904, in respect of the following goods:—

CORDIALS IN CLASS 41.

Dated the 31st day of January, 1908.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Vœux Road Central,
Hongkong.

187.]

WHERE ARE YOU GOING?

WHY, TO CHAZALON & CO.,

6, QUEEN'S ROAD CENTRAL,

Where I am sure to find the best

FRENCH BONBONS,

LIQUEURS,

BURGUNDY,

BORDEAUX,

CHAMPAGNE

and

CLARET.

Hongkong, 20th January, 1908. [55]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,350,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 19th March, 1908. [66]

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the sciences for the discovery of new and useful things. Science has indeed made giant strides during the past century, and among the by no means least important discoveries in medicine comes that of

THERAPION.

This powerful (and practically) one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by BICOT, BAYAN, JOBERT, VALPAIN, MARGARETTE, the well-known Chemists, and by all who are regarded as authorities in such matters, including the celebrated Lallemand, and Rees, by whom it was some time since uniformly adopted, and that it is worthy of attention of those who require such a remedy as this is no doubt. From the time of Aristotle down to the present day, the search for a powerful (and practically) one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by BICOT, BAYAN, JOBERT, VALPAIN, MARGARETTE, the well-known Chemists, and by all who are regarded as authorities in such matters, including the celebrated Lallemand, and Rees, by whom it was some time since uniformly adopted, and that it is worthy of attention of those who require such a remedy as this is no doubt. 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Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY

SUPERIOR PALE DRY.

Per Dozen - - - \$19.50

A VERY FINE WINE, POPULAR

THROUGHOUT THE FAR EAST.

A. S. WATSON & CO., LIMITED,

ALEXANDRA BUILDINGS,

Hongkong, 7th April, 1908.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 1, 1908.

SIR ROBERT HART.

With the advent of Sir Robert Hart to Hongkong next week, en route for England on home leave, there can be no denying that a great deal of interest centres in the imposing personality of the Inspector-General of the Chinese Imperial Maritime Customs. The appreciative article which appears in the N. C. D. New on the morning of Sir Robert's arrival in Shanghai will, therefore, be read with interest as very apposite at the present moment. Our acknowledgments are due to our Northern contemporary for the reference to the Inspector-General, and which we quote.

Unless the China sea have proved themselves even worse than might be supposed from the extraordinary vagaries of the barometer during the last three days, to-day should see the arrival of Sir Robert Hart in Shanghai on board the Revenue cruiser *Pingchow*. Here the Inspector-General remains until next Saturday when he leaves for home on board the N.D.S. *York*. But three times since he took over the command of the then small and inefficient Customs Service in the year 1863 has Sir Robert Hart visited Europe. For this reason, no less than for the special circumstances attendant on the present visit, it must be a matter of deep regret to all in Shanghai that the hopes informally expressed both by the Municipal Council and the Shanghai Chamber of Commerce, that Sir Robert's stay in the Settlement might be made an occasion of some official recognition of his great services, should have had to be disappointed. There is unhappily but too much ground for the excuse of ill-health on which Sir Robert Hart pleaded to be relieved of any official ceremony seeing that he has only intermittently been in control of the Customs Service since he was entrusted to the Deputy Inspector-General last summer on leaving the Capital for his usual holiday at Peking. At the same time it is reasonable to imagine that the same impulse which has prompted so many men of great

distinction to avoid popular demonstrations in their honour, an impulse which is akin to the accepted principle that the men who do great things are the least able to talk about them, has not been absent from Sir Robert Hart's mind. Such a supposition is the more readily entertained in view of the improvement in Sir Robert's health, which was noted last week on the occasion of his departure from the Capital. The Inspector-General was looking well, our Peking correspondent told us; and he hopes to return to China at the end of the year for which he has been granted leave of absence. That hope will at least be echoed privately, since it cannot be expressed officially, by all Shanghai.

Other writers than those of his own nationality have agreed in comparing the work of Sir Robert Hart with that of Clive and Warren Hastings, although it may be felt that there have been special difficulties in working in, and for, the Chinese Empire which were unknown to the pro-consuls of India. It is only necessary to turn to any handbook of reference for the list of foreign decorations attached to Sir Robert's name, which include distinctions from nearly every important Power in the world, not excepting the Church of Rome, to recognize how highly his services as an intermediary between China and the outside world have been esteemed. On all disputed points whether commercial, religious or political, his advice has been sought by foreign Ministers and Chinese alike. Lord Granville indeed went so far as to offer Sir Robert Hart the appointment of British Minister Plenipotentiary in Peking. But to accept that offer would have placed the Inspector-General in a position of impossible anomaly; and there is no cause for others to regret the decision which induced him to decline an honour that must have been incompatible with his retention of the Customs. In its broad outlines the story of his creation of that Service has been told too often to need more than brief recapitulation. Here, its inner details, however, will probably never be known in full by more than one man: the Inspector-General himself. When Sir Robert Hart took charge of the foreign customs, he found that the staff consisted of 200 officials who collected between them Tls. 8,000,000. Bribery and corruption were rampant; a system of smuggling and of compromising duties prevailed, which (in the words of an old report) "destroyed, practically, the value of a fixed tariff"; and British Consuls imposed penalties on their nationals with no more result than to incur cordial dislike for severities which were neglected in the case of foreign traders, equally, if not more culpable. In the years since that report was written, the Imperial Maritime Customs have grown until the staff now employs 13,776 men of both foreign and Chinese nationalities, while the revenue has risen to upwards of Tls. 35,000,000, and stands to-day as the one certain asset which China can offer as security for foreign loans. Apart from the labours of this department, which have been made to involve a personal responsibility on the Inspector-General's part for every appointment and promotion in the Service, and in addition to the demands which have been made upon him in a diplomatic capacity, Sir Robert Hart has found time to organize the whole light-house equipment of China, and the Imperial Chinese Posts and Telegraphs, which can now reckon over 2,000 post-offices and agencies throughout the Empire.

On such an occasion as the present, when we are but concerned to pay a fitting tribute of welcome to a distinguished passing guest, it would be obviously unbecomingly to indulge in speculations as to what man is capable of succeeding to responsibilities so tremendous, or to reopen a discussion which, must, sooner or later, become inevitable, which the intervening months have furnished no adequate cause for reconsidering; and our only reason for alluding even remotely to the question now is the prominence given by *The Times*, in a leading article of which one of our telegrams spoke on Saturday, to Sir Robert Hart's "acquiescence in certain verbal assurances respecting the control of the Imperial Maritime Customs." Though not categorically stated by Reuter, the reference here to the Imperial Decree of May 9, 1906, with its appointment of two Chinese High Commissioners of Customs and the transference of the whole department from the Waiwup to the Board of Revenue, is too plain to be missed. At the time that that Decree was first promulgated, it formed the subject of a lengthy correspondence between the China Association and the Foreign Office; in which the Association made no effort to conceal its disappointment at Sir Edward Grey's acceptance of Prince Ching's obviously inaccurate contention that the Decree "does not make any change in the method of administration (of the Customs) laid down in the Loan Agreements." It is not necessary at the present time to dwell upon the Decree as "a very serious instance of the policy of extortion"; although, considered as a slight upon Sir Robert Hart, after his long and devoted service, it can only appear as a piece of almost unequalled ingratitude. There is little doubt that the Peking Government is fully aware of the absolute need to itself of preserving the character and integrity of the Customs Service. How far that Government proposes to act on its knowledge is a very different question. Hitherto the appointment of the High Commissioners does not appear to have made any conspicuous difference in the administration of the Service. But, engines, which could be harmless enough while Sir Robert Hart remained in Peking, may be liable to revolve with fatal effect directly the check of his presence is removed. The consequent reaction likely to be produced upon the functions of the Service, and the possible lowering of its standard are factors which cannot be overlooked whether in, or out of China; and it is sincerely to be hoped that the Foreign Office will profit by Sir Robert Hart's actual presence in London in re-adjusting its attitude towards a state of affairs that cannot grow less important with the advance of time.

LOCAL AND GENERAL.

The French mail of the 21st March was delivered in London on the 29th ult.

A Tokyo despatch of 26th ult. says:—Major-General Broadwood arrived at Port Arthur yesterday, with a view to visiting the battle-fields in Manchuria.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Colonial Government.....\$50

The Chinese Engineering and Mining Company announces that the total output of the Company's three mines for the week ending April 18, 1908, amounted to 24,474 95 tons and the sales during the same period to 20,032.47 tons.

CHURUK TEOI and Chui Mao had to answer, this morning, a charge of larceny, from the dead body of one Chai Cu, of a blanket, a waistcoat valued at \$3, a fifty-cent piece, a pair silver earrings and a copper ring at the Public Mortuary, Kowloon. The alleged thieves were remanded in police custody until Wednesday next.

INSPECTOR Withers prosecuted a stallholder in the Central Market for being in possession of a pair of false scales. The law does not countenance the existence of such dubious devices in the markets of the Colony. The Magistrate desired to impress upon the stallholder that fact by ordering him to pay a fine of \$5.

In connection with the serious assault to the European seaman, reported in our yesterday's issue, Ma Pang, a ricksha coolie, was charged with the alleged theft of \$10 from John Roberts and for assaulting the complainant by throwing him into the typhoon refuge at Causeway Bay. The case was remanded until Tuesday next, bail being allowed in the sum of \$50.

Mr. J. Hutchings, of the Public Works Department, prosecuted Yan Tii-yu, contractor, of Hollywood Road, at the Police Court this morning, for using bricks in building which were unsound. It transpired in the evidence at the hearing that the bricks had been recovered from a collapsed building. Yan's notion of economy cost him \$250, which was the amount of fine imposed by Mr. J. R. Wood, the magistrate, who tried the case.

A NORWEGIAN seaman, belonging to the *s.s. Torg Eiken*, while in a state of intoxication, did damage to a flower pot valued at \$1 in No. 2 Police Station. The foreigner had to appear before the Police Magistrate to-day to render an account of himself. This he did. His explanations led the magistrate to the Bench to call upon him to contribute \$5 to the Colonial exchequer besides \$1 for the damage to the floral ornament of the Police Station.

The coolies attaching to the disinfecting station at Kowloon are earning an unenviable reputation for themselves. Two of them were called upon to appear before the Police Magistrate, this forenoon, to render a satisfactory account as to how they came by \$5 from Cheung Leung at Kowloon City. It is alleged that the coolies took the \$5 bill from Cheung and hid it in a bamboo pole. When searched the bank-note was found on one of the accused. Case remanded.

By kind permission of Major R. Le M. Burton and Officers Commanding, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 2nd instant:—

March....."Camille".....Blanchette
Valse....."Rechts D'Amour".....Walden
Selection....."Nelly Nell".....Carpil
Two Pieces.....Wagner.....Henderson
(a) "Ein Abendstund"
(b) "Song Traume"
Overture....."The Merry Wives of Windsor".....Nicolai
Glee....."Clough and Crow".....Bishop
Reminiscences of Sullivan.....Ard, Winterbottom
Polka (Cortet Solo)....."The Canaries".....Godfrey
(Solo).....Henderson (Orrell)
Regimental March.....God Bless the Prince of Wales
God Save the King

FROM a copy of the *Yorkshire Post* which has reached us, by the mail, we notice that, at the first professional examination at the end of March, held by the Royal Colleges of Physicians and Surgeons, Mr. Ho Shai Kwong (St. Thomas's) was appointed to biology. Mr. Ho Shai Kwong is a Hongkong boy and one of the four sons of Mr. Ho Fook, compradore to Messrs. Jardine, Matheson & Co., Ltd., in Hongkong, who are now pursuing a course of higher education in England. Two months ago, Mr. Ho's elder brother passed the preliminary examinations in civil engineering. There is quite a number of young Chinese gentlemen in England, sons of some of the most prominent and esteemed residents of Hongkong, now pursuing their studies in the English universities.

In the Marine Magistrate's Court this morning, before the Hon. Commander Basil Taylor R.N., P. C. Edwards charged Chau Pak Wai and Li Chung Cheung, masters of the *Wai On* and *Chung Hong*, for boarding houses, for aiding and counselling Chan Sing and Lau Kwai, the defendants, to unlawfully board the *Zairen*, without the permission of the master or officer in charge of the ship, on the 28th ultimo, in Victoria Harbour. Chan Sing and Lau Kwai were called as witnesses. Cross-examined as to whether they knew that it was wrong to go on board without the permission of the master or officer, they said they did not. They stated that they were sent by their masters to receive friends on board the steamer. Chau Pak Wai, asked if he had anything to say for himself, said that he thought what he was doing was right. Li Chung Cheung said he had nothing to say. Each of them was fined \$10, the latter received a warning that this was only a summary fine. Next time he sends his boy to board a steamer, he is instructed to ask permission of the master.

The Japanese Boycott.

CANTON VICE-ROY'S PROCLAMATION.

In response to a further communication received from the Japanese Consul at Canton, the Viceroy has issued another proclamation advising the people to desist from holding meetings with a view to foster the boycott propaganda. His Excellency enjoins his subjects not to cause any interference with individual liberty in the buying or selling of articles according to personal requirements.

ANOTHER NATIONAL DISGRACE MEETING.

[From Our Own Correspondent.]

Canton, 30th April.
A National Disgrace Meeting was held by the people of the two villages of Chun-tsun and Chik Fa, in the Kwang Yik Charitable Institution. There was a large attendance, including the representatives of the Canton Self-Government Society, who made speeches before the assembly on the *Taiwan Maru* incident and at the same time encouraged the people to assist in the development of native industries. All those present were greatly interested at the discourse and expressed their pleasure in falling in line with the Japanese boycott movement. There was also present a representative of the paper guild of Hongkong, who had with him a quantity of envelopes and note papers, all of which were printed with the characters "National of National Disgrace." He distributed these articles to the people and assured them that they were of native manufacture. The meeting ended at 4 p.m. and was pronounced a great success.

A similar meeting was held yesterday in Tsung Lok market, in the Shun Tak district, and a resolution to join the Japanese boycott was passed.

THE JAPANESE FLEET.

When the people were greatly agitated a few days ago over the rumour that a Japanese fleet was coming to Canton, the Viceroy wired to the Ministry of Foreign Affairs at the Capital to inquire if the rumour had any foundation. In reply, the Ministry informed the Viceroy that no communication had been received from the Japanese Minister at Peking to that effect. The Viceroy has also made inquiries at several Japanese consulates as to the truth of the advent of the Japanese fleet to Canton as rumoured; but His Excellency received answers all in the negative.

DISSENTIENS IN JAPAN.

Tokio, April 26.
Over 100 Cantonese, resident in Tokio, have passed a resolution holding the Peking Government responsible for the incident of the *Taiwan Maru*, and declaring that the boycott is not only misapplied, but is detrimental to the relations of China and Japan.

The Cantonese in question are distributing copies of a circular containing notice of the resolution, and are dispatching canvassers in its support.—N. C. D. News.

COUNT HAYASHI ON THE SITUATION.

April 21.
According to telegrams reaching Japan, the boycott in Hongkong is assuming serious proportions. The Hongkong branch of the Special Bank has, it is said, entirely lost its Chinese customers. Every description of Japanese goods bearing a Japanese trade-mark has been affected more or less.

Chinese firms at Nagasaki have received telegraphic information from Canton to the effect that Chinese merchants there have agreed among themselves to stop buying Japanese goods after this month. The Japanese merchants engaged in trade with Chinese held a meeting and adopted a resolution to the effect that measures should be devised against the boycott and submitted to a general meeting of the guild not later than the 15th inst. It is stated that trade with South China always falls off at this time of year, so that the present depression cannot be taken as entirely the result of the boycott. The cargo of the *Taiwan Maru* was disposed of at a very low price, and that circumstance has seriously affected the market. The Nagasaki merchants shipped marine produce to the value of ¥20,000 by the German mail on the 18th for Canton, via Hongkong, to test the effect of the boycott.

Chinese merchants in Yokohama are reported to be hesitating to buy goods in view of the boycott in Kwangtung, and as the result the marine produce market in Yokohama is very dull.

A Tokyo message to the *Asahi* credits to Count Hayashi a statement to the following effect on the question of the boycott of Japanese goods in South China:—

"(Diplomatic secrets cannot be disclosed, and the Foreign Office must not be condemned as incapable and inactive because of its reticence in diplomatic secrets. Since the outbreak of the boycott movement in China communications had been constantly exchanged between the Government of Japan and China. He was not yet in a position to publish these communications. Nothing could be forced in diplomacy. There was a diplomatic law in forcing demands; and the success otherwise of diplomacy could only be seen at the end; as, for instance, in the case of the settlement of the *Taiwan Maru* question. It must be Chinese who will lose as the result of the boycott. It was impossible to predict how far the Chinese merchants could sacrifice their profits. There was a Vice-Consul in Hongkong; and the Government would not remain idle."

TRADING IN AMERICA.

23rd April.
The *Orinoko* Steamer, credits Mr. Okubo, Director of the Commercial and Industrial Bureau in the Department of Agriculture and Commerce, with an interesting statement on the question of the boycott of Japanese goods in China. Miscellaneous goods and marine produce required in South China are almost exclusively supplied from Japan, he said. The boycott of Japanese goods there would only mean that the Chinese (merchants) who were supplied by Japan would be forced to turn to other sources of supply. They were prepared to

defence their interests, sparing no pains in threatening their unity in the boycott action. No authoritative report had yet been received by his department regarding the agitation, so that he was not in a position to give an opinion on the effect of the boycott on Japanese trade, nor to advise on the course to be taken against the agitation. Mr. Okubo thinks that judging by the recent boycott of American goods, the present agitation may last six or eight months longer. He regards it as an indisputable fact that British, German, and American merchants, who are jealous of the popularity of Japanese goods, hoping to avail themselves of the opportunity which the agitation affords for extending the market for the goods in which they deal, show a disposition to stir up the Chinese. The Japanese Department of Agriculture and Commerce has ascertained that little effect has been produced on the trade in Japanese goods so far, and the only way now open for the Government is to leave the matter as it is at present and allow the agitation to take its course.

The Nagasaki Chamber of Commerce, which recently adopted a resolution to address a memorial to the Government asking that proper measures be taken to suppress the agitation in South China, has invited the Kobe Chamber of Commerce to follow its example. The Kobe Chamber, however, thinks it insufficient merely to address a memorial to the Government, and proposes to fully investigate the situation and take more effective measures. What these are is not explained. Not gunboats, we hope.—*Japanese Chronicle*.

"OUR CHINESE FRIENDS."

In connection with the boycott by Chinese firms of the Japanese steamers, Messrs. Burns, Philp, and Company have forwarded to Ping Nam, president of the Chinese Reform Association, the following letter; says the *Sydney Evening News* of 3rd April:—

As managing agents in Australia for the Nippon Yusen Kaisha, we consider that we have always held the confidence and esteem of our Chinese friends in connection with the carrying out of freight and passage contracts, and in all other matters connected with the shipping intercourse as between Sydney and the East as far as the Japanese Company is concerned, and we are very pleased to note that at the meeting of Chinese merchants on Wednesday a resolution was passed that the Chinese bear no ill will to their Japanese friends.

Since a section of the Chinese at Canton felt aggrieved over the unfortunate *Taiwan Maru* incident, and inaugurated a boycott, we have had assurances from many of our clients that they hope to continue their business through ourselves, and would sincerely hope that no definite action be taken which might have any serious effect upon the present Eastern trade connection, which is acknowledged on all hands to be highly satisfactory, regular connection being provided every few days from Sydney by the four large steam companies now engaged in the China-Japan trade.

It is usually recognized by all experienced business people that a regular, prompt, and economical steam service is better suited to all concerned—shipowners, importers, exporters, and the public generally—than an overdone and exceptionally keen competition of rival services, which tends to demoralise both owners and merchants.

In this way the advent of a purely Chinese service, in addition to the present Japanese, British, Australian and German services, would not be advantageous to Australia, nor would our Chinese friends have much prospect of remunerative result.

All things considered, we would hope that wiser counsels would prevail, and that now the Chinese mercantile community have accomplished what is their power to do they will desist from further widening any supposed breach, and allow a quiet and conciliatory attitude to prevail, showing that they have the strength and desire to take a broad view of the position, and so carry on what we feel is their wish, namely, not to bear any ill will to unoffending Japanese merchants, shipowners and agents, who might be adversely affected by their action.—Yours faithfully, JAMES BURNS, Managing Director.

THE CHINESE REPLY.

The following letter has been sent to Colonel Burns as a reply to his letter.

158 George-street North, Sydney, April 5.
James Burns, Esq., managing director, Burns, Philp, and Company, Limited, Sydney.

Sir,—Yours of the 2nd instant to hand, and the contents thereof have been given careful consideration. I am instructed to reply to same, and at the same time thank your firm for the kind interest manifested in this matter, as we are convinced that we have your hearty sympathy.

As managing agents in Australia for the Nippon Yusen Kaisha, you state that you have always held the confidence and esteem of the Chinese community. This assertion is indisputable, and we are positive, will receive the endorsement of every member of the Chinese community.

It is most regrettable that the *Taiwan Maru* incident should have forced us to take the course decided upon. In taking this step, we found, in order to vindicate our rights as subjects of China, that this was the only course we could adopt.

Your remarks to the effect that you hope we will continue our business through yourselves have been carefully taken into consideration. Your firm can rest assured on this point, as we still intend to support your firm the same as hitherto in all departments, excepting where such might come in conflict with the expressed wish of the Chinese citizens.

We concur with you in the advantage derived from the four steamships now running in the China-Japanese trade. With regard to the advent of a purely Chinese service that is mooted, the success or otherwise of such an undertaking is purely speculative.

The subjects of China have no personal disagreement with the Japanese as a people, nor have we any desire to create trouble in this direction. We are fighting for the principle of national dignity, hoping to achieve victory without introducing personal animosity. I trust in the interests of peace, trade, and commerce, the trouble now existing will before long reach finally. We shall then be able to meet on common grounds, and transact business as heretofore, and in such a way as will be advantageous to all concerned.

Again thanking you for your kind interest in this matter, and the uniform courtesy always exhibited towards us, I am, on behalf of the Chinese Citizens' Committee,

PING NAM, Chairman.

CANTON DAY BY DAY.

THE VICEROY'S PROGRESS.

[From Our Own Correspondent.]

Canton, 29th April.
Last evening a telegram was received at the Viceroy's yamen from H.R.H. the Viceroy, from Weichow, stating that he left Weichow on the morning of the 27th instant, and proceeded to Kiam Sha Tan en route for Saloom and will be due to arrive at Shiehing on the morning of the 29th instant.

COAL MINES.

The Canton Bureau of Agriculture, Industry and Commerce has proposed to appropriate a sum of 200,000 taels from the Government treasury for the purpose of working all the coal mines that have been discovered in the Panyu district.

RAILWAY CO'S C.L.L.

Yesterday, a meeting was held in the Canton-Hankow Company's offices for the purpose of making arrangements for the collection of the second call at \$1.50 a share. There were present the Provincial Judge, the Brigadier-General of Kwangchow, the Kwangchow Prefect, and the two district magistrates of Namoh and Panyu and the representatives of the nine Charitable Institutions. After considerable discussion and with the aid of the officials present, the representatives of the Charitable Institutions at last acquiesced in the request of the Canton-Hankow Railway Company to assume the responsibility of collecting the second call for the Company. At the meeting it was decided that the collection of the call in question will be commenced from the 1st day of the 7th moon and will be closed on the 30th of the 10th, this year.

Seeing that some officials are still likely to be addicted to the vice of opium-smoking, the Canton high authorities will, from the 1st day of the 4th moon, send some special officers to secretly visit the different yamens every day in the city to see if any official has not really entirely rid himself of the habit, in order to strongly enforce the anti-opium regulations.

30th April.

Another section of the Canton-Hankow Railway from Sam Wah Tim to Kwan-tai has been completed; it is reported that this section will be opened for traffic on the 15th day of the 4th moon.

A COLLISION.

At 8 p.m. on the 27th instant a passenger junk named *Shun Lee*, while being towed by the steam launch *On To* en route to Canton from Shin Hing, collided with a passing launch in the vicinity of Chum Tana. The junk was greatly damaged; a part of her bow being carried away. The tow-ropes were at once cut and the launch got alongside the junk, which was then lying very low in the water, to bring over the passengers. The passengers hurried to get aboard the launch, but in the dark night many of them fell into the water. It is now ascertained that some thirty persons were drowned in the accident.

SILK PROSPECTS.

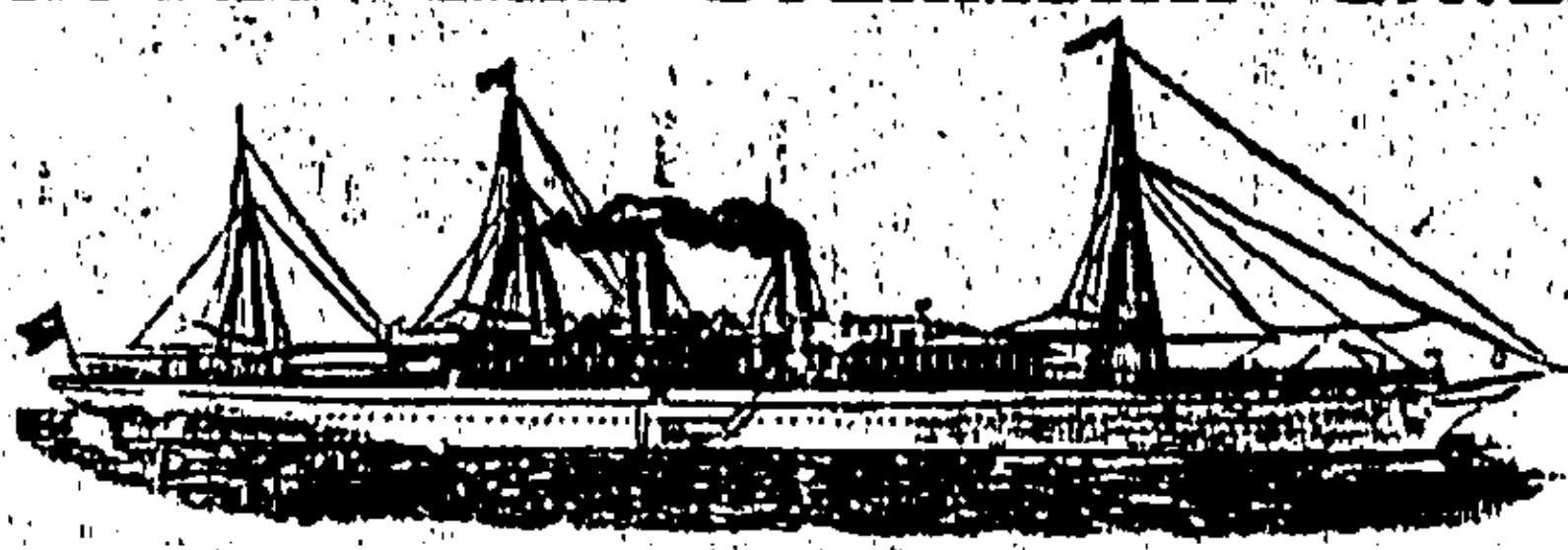
The continuous rain has caused damage to the mulberry trees to some extent and the price of mulberry leaves in consequence has recently advanced considerably. The leaves damaged by rain are not fit for the silk worm, and consequently the silk worms have died, while great quantities have also been injured. The silk worm rears stated that the next crop of silk cannot be expected to be very promising.

ANTI-OPIMUM CAMPAIGN.

Recently the Canton Police authorities have again issued a proclamation with reference to the prohibition of opium smoking.

This afternoon, the *China Times* of 17th ult. says, all of Peking Society was early astir. Two receptions were being held. Sir Robert and Lady Bredon had set out cards to all the friends of Sir Robert Hart to ask them to meet him at their house after 5 o'clock to pay their adieu. Even though guests came and went rapidly the commodious parlours of the house of the Deputy Inspector-General of Customs were crowded to their utmost capacity for the entire afternoon. Sir Robert Hart said good-bye with his usual kindly air. While he looked worn from the arduous duties of closing up his various duties and making all the calls that are necessary still one thinks that there is already a change that forebodes the return of the Inspector-General to Peking at the close of the year, prepared to take up again the management of the great Maritime Customs Service. It is the sincere wish of all his friends and for the best interest of China that this may be so. The duties of post and homestead were carried on in every particular by Sir Robert and Lady Bredon, ably assisted by their daughter, Miss Bredon. The other reception was at the American Legation to welcome back (as Mr. Milner and Mrs. Rockhill) here the six same earlier and continued till a late hour, so that it did not seem as if the crowd was at large. Mrs. Rockhill was assisted by her mother, Mrs. Parkin, in the reception of her guests. The members of the legation also met and

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"GLENFARG" 3,700	WEDNESDAY, May 20th June 18th
"EMPEROR OF CHINA" 6,000	THURSDAY, June 4th June 22nd
"LENNOX" 3,700	WEDNESDAY, June 17th July 16th
"EMPEROR OF INDIA" 6,000	THURSDAY, July 2nd July 20th
"MONTEAGLE" 6,163	WEDNESDAY, July 15th Aug. 8th

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Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.
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For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
Hoogkong, 28th April, 1908.

D. W. ORADDOCK, General Traffic Agent for China,
Corner Pender Street and Praya.

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(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI, YOKOHAMA, KOBE	KUTSANG	SATURDAY, 2nd May, Noon.
SGAPORE, PENANG & CALCUTTA	NAMSANG	SATURDAY, 2nd May, 3 P.M.
MOI	HOPANG	SATURDAY, 2nd May, 4 P.M.
TIENSIN, SWATOW & CHEFOO	CHONGSHING	SUNDAY, 3rd May, daylight.
SHANGHAI	CHONGSHING	TUESDAY, 5th May, 4 P.M.
SHANGHAI	CHONGSHING	WEDNESDAY, 6th May, 4 P.M.
MANILA	LAONGSANG	FRIDAY, 8th May, 4 P.M.
SANDAKAN	LAONGSANG	SATURDAY, 16th May, 4 P.M.

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The steamers Kutsang, Namsang and Hopang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

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For Freight or Passage, apply to
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General Managers.

Telephone No. 61.
Hongkong, 1st May, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAHSING"	3rd May, Daylight.
HOIHOW & HAIPHONG	"CHIH LI"	3rd May, 9 A.M.
AMOI & SHANGHAI	"YINGHOW"	4th May, 4 P.M.
MANILA	"TEAN"	5th May, 4 P.M.
SOURABAYA & SAMARANG	"SHANTUNG"	8th May, 3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"OHINGTU"	11th May, 4 P.M.
YOKOHAMA & KOBE	"TSINAN"	23rd May, 4 P.M.

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Hongkong, 1st May, 1908.

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Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	3540	R. Rodger	MANILA	SATURDAY, 2nd May, at Noon.
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Hongkong, 24th April, 1908.

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Captain T. H. Hyde, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 4th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mongolia," 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on 13th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.

Hongkong, 20th April, 1908.

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S.S. "SATSUMA" ... 14th May, 1908

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Hongkong, 29th April, 1908.

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Kumari	6,332	Cowley	1908.
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Shamouti	6,332	Shottong	14th July.

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Queen's Buildings,
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Hongkong, 2nd April, 1908.

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SHEWAN, TOMES & CO.,
Agents.

Hongkong, 16th April, 1908.

Notice of Firm

HONGKONG CLUB.

NOTICE.

DURING the absence of Mr. C. H. GRACE on leave, Mr. JAMES CRAIK has been appointed ACTING SECRETARY.

H. P. WHITE,
Chairman.

Hongkong, 29th April, 1908.

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SHEWAN, TOMES & CO.,
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Hongkong, 31st July, 1907.

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" Corned—Ham Ngau Yuk 10

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" Breast—Ngau Lam 15

" Soup, Tong Yuk 25

" Steak—Ngau Yuk Pa 18

" Sirloin—Ngau Lam 28

" Sausages—Ngau Yuk Chang 26

" Bullock's Brains—Know, per set 10

" Tongue fresh—Ngau Li, each 50

" Corned—Ham Ngau Li, 55

" Head—Ngau Tau 80

" Heart—Ngau Sum, per lb 12

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Keok, each 18

" Kidneys—Ngau Yiu, 10

" Tail—Ngau Mei 17

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To, 7

" Calves' Head and Feet—Ngau-chai, 10

" Mutton Chop—Yang Pai Kwat, 22

" Leg—Yang Pai 22

" Shoulder—Yang Shau, 20

" Pigs' Chidlings—Chi cheong, 23

" Brains—Chi Know, per set 2

" Feet—Chi Keok, 12

" Fry—Chi Chak, 15

" Head—Chi Tau, 18

" Heart—Chi Sum, each 7

" Kidneys—Chi Yiu, pair 8

" Liver—Chi Kon, 28

" Pork Chop—Chi Pai Kwat, 23

" Corned—Ham Chu Yuk, 22

" Leg—Chu Pei, 23

" Fat or Lard—Chu Yau, 18

" Sheep's Head and Feet—Yang Tau, 50

" Keok, 50

" Heart—Yang Sum, each 6

" Kidneys—Yang Yiu, 10

" Liver—Yang Con, 22

" Sucking Pigs, To Order—Chu Chai, 22

" Suet Beef—Sang Ngau Yau, 20

" Mutton—Sang Yeung Yau, 24

" Veal—Ngau Chai Yuk, 20

The Hongkong Telegraph

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號二初月四年四十三緒光

FRIDAY, MAY 1, 1908

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CONTENTS.

Births, Marriages and Deaths.

Leading Articles:
China and Japan.
North German Lloyd Australia and Japan Service.
A Question for the Chamber of Commerce.
The Status of Macao.
A Chinaman's Gallantry.
Sir Robert Hart.

Telegrams:

The Japanese Boycott.
China and Japan.
The Three Eastern Provinces.
Emperor Kwang Su.
Soldiers and Policemen.
Shanghai Hangchow-Nanking Railway.
National Bank of China.
The Empress Dowager.
Storm at Hankow.
Sir Robert Hart.
Parliament for China.
Chinese National Bonds.
A Navy for China.
Proposed Chinese Bank.
Anti-Opium Campaign.
Chinese in South Africa.
Arms in Peking.
Anti-Christian Riots.
The Manchurian Railway.
Constitutional Government.
Hupei Iron Works.

Meetings:

Legislative Council.
Green Island Cement Co. Ltd.
The Sanitary Board.
Kulung (Amoy) Municipal Council.
Legal Intelligence:
A Hongkong Divorce Case.
Florida Water Trade-marks.
Motion to Appeal.
Police:
European Seaman Robbed and Assaulted.
A Coaly Ambulance.
A Soldier's Intoxication.
A Foreman's Dilemma.
A Troublesome European.
"A Crying Shame!"

Miscellaneous Articles and Reports:

The Late Mr. Rennie.
Junk Day Mills.
The Amending Bill.
The Japanese Boycott.
The Pacific Fleet.
Gallantry in the Harbour.
Launches in Collision.
The Harbour Tragedy.
Hongkong Volunteer Corps.
The Rat Plague.
"Stuffed" Cattle.
The Man Mo Temple.
V. R. C. Sports.
Transport *Jefferies*.
Hongkong Horticultural Society.
N. D. Lloyd.
The Status of Macao.
Postal Agencies in China.
Raub Crustacean.
Hongkong Golf Club.
Canton Day by Day.
Sir Robert Hart.
Hongkong Wharves.
Opium in Shanghai.
The Fires at Peking.
Sikh Policemen and Chinese Coolies.
New N. Y. C. Lines.
The Cotton Yarn Lottery Scheme.
Japan-China Steamship Company.
Japanese Y. m.
Japanese Sugar.
Explosion at Singapore.
A Chinese Circus.
Java Sugar in India.
Commercial:
Yarn Market.
Exchange.
Local and General.

In the Australian paper remarks:—In the case of the *Tatsu Maru* China has had to bow to the superior diplomacy of the island empire, backed as that diplomacy is by magnificent fleets and overwhelming military forces. China at present would be absolutely helpless in a war with the Mikado and his men, and her whole hope of successfully defending herself again lies in the new army which is being slowly developed. But, apart from war, China has one weapon that appeals very keenly to the foreigner, and the people of Canton have just put it into force against the Japanese. To protest against the release of the *Tatsu Maru* fifty thousand Cantonese made a demonstration, burnt their Japanese clothes, and started a boycott against all goods from Nippon. Japan, reaching out hungrily for the trade which is necessary to support her struggling industries, cannot afford to have the mind of China set against its goods. The goodwill of the Chinese people is vital, because China is the greatest available market. Without a large overseas trade, the burden of the great fleets and armies of Japan could not be supported, and thus the war with Russia was, to a great extent, a struggle for markets. But Japan, dominant in Korea and Southern Manchuria, is no pleasant spectacle to China, and the situation is bound in the future, to be full of difficulty. If, therefore, China can effectively boycott the goods of his island rival, the effect would be seriously to impair that rival's capacity for war, while at the same time the armaments and diplomacy of Japan would be helpless to resist the silent attack. The boycott at Canton and that of American goods some time ago are interesting indications of what may be expected to develop on a much larger scale, as international competition increases, and the national consciousness of China awakes.

NORTH GERMAN LLOYD AUSTRALIA AND JAPAN SERVICE.

A contemporary reports that the negotiations between the North German Lloyd and the Imperial Government subsidy for the maintenance of a regular mail service between New Guinea, Australia, and Japan have been concluded. The existing subsidy agreement, concluded for the years 1898-1914, for the establishment of mail lines to the Far East and Australia, provided for a connecting line from Singapore to New Guinea and back, via the ports of the Sunda Archipelago. This Australia-Japan line, however, was not a financial success, but, on the other hand, a thriving trade with New Guinea, with an important copra export as well as an import of workmen and beasts of burden from Singapore, together with the excellent port conditions of Simpsonhafen, made a regular connection with Singapore desirable. Therefore it has been decided to resume the New Guinea-Singapore route with the inclusion of a number of new ports of call. The North German Lloyd will also establish a regular monthly service between Sydney, New Guinea, Hongkong, Japan receiving an additional subvention of M. 500,000 (£250,000) yearly. The new line also calls at the Island of Yap, the terminal of the German-Dutch cable. The withdrawal of Japanese competition as the result of the North German Lloyd Company's agreement with the Nippon Yusen Kaisha is probably the determining factor of the new venture.

A QUESTION FOR THE CHAMBER OF COMMERCE.

(27th April.)
From time to time the news has filtered through from Canton to the effect that the Peking authorities had given instructions to the Mint in the Southern capital to proceed with the coinage of silver dollars in order to provide for the requirements of trade in the Kwang Provinces. The idea has generally been accepted as an indication that the Imperial Government was desirous of carrying out its obligation under the Mackay treaty to standardise the Chinese currency throughout the Empire, but later information has usually shown that these instructions were not seriously meant, or, at all events, the Mint need not give effect to the order. It now appears, however, according to information gathered by our correspondent at Canton, that the Mint has at length acted upon these instructions for 32,000 whole dollars have been coined and are now in the hands of the Han Hou Chu for circulation. Granting that this information is correct, and there is no reason whatever to doubt its truth, it is extremely probable that the labyrinthine difficulties surrounding the subsidiary coin question in Hongkong will be rendered more intricate and unsettling in the very near future. It must be well within the recollection of readers that when the Government at Canton realised the immense profits which could be made by the coinage of Kwangtung 50-cent pieces, the Mint was set at work night and day to produce these tokens, until the market was flooded with a debased currency which degraded the market in Hongkong. Indeed, matters became so bad that the then Governor of the Colony was compelled to interfere and, through the Consul-General at Canton, to expostulate with the Viceroy regarding the abnormal and unnecessary output of 50-cent coins. That remonstrance was accepted in the right spirit by the Viceroy, who gave the assurance that the Mint would be closed down for a considerable period, to permit of the natural absorption of the surplus coins. But although the Mint

was closed down there was nothing to show that the Canton Government would abide in every detail by their promise, for there was every reason to believe that as the result of the feverish activity at the Mint the authorities retained an enormous quantity of the token money, which could be gradually unloaded on the market as the Government might think fit. That this procedure was adopted there is every reason to believe, so that while the Provincial authorities acknowledged the justice of the complaint from Hongkong by refraining from the coinage of additional money they maintained the situation by the circulation of the stock which had been allowed to accumulate. The inevitable consequence is seen in the discount demanded on Kwangtung 50-cent pieces, and the correlative effect on the currency of Hongkong. If the position is to be still further embarrassed by the circulation of silver dollars coined in Canton the result may be decidedly serious. There is, of course, no objection to the Mint coining dollars sufficient to meet the needs of the two Provinces which are administered from Canton, but there is every reason to fear that unless the output is checked the Hongkong market will be inundated with a plethora of depreciated coins which will make confusion still worse confounded in the local bazaar. It cannot be believed that Chinese dealers will refuse to accept the currency of the mainland, especially when there is a certain amount of stringency in trade circles, and it may therefore be predicted that Kwangtung dollars will speedily become as much of an incubus as the 50-cent pieces. In these circumstances it behoves the Chamber of Commerce to take time by the forelock and secure the co-operation of the Government in demanding that a limit should be placed on the circulation of the new currency, so that it may not find its way in increasing amounts into the exchange of this Colony. The matter should not be difficult of arrangement with the Government at Canton, but if it is not taken in hand at once the evil will be found to have taken root and all future efforts to stamp out the depreciated coinage will prove futile. It is a question which will not permit of delay and the sooner the Chamber of Commerce proceeds to deal with it the more likelihood there is that their object of restricting the indiscriminate coinage of silver dollars will be attained. The attention of the Government of Hongkong should be directed to the subject and representations made to the Viceroy, through the British Consul-General at Canton, regarding the importance of maintaining the value of the currency by limiting the operations of the Mint.

THE STATUS OF MACAO.

(28th April.)
The *Tatsu Maru* incident brought under the limelight of international prominence the status of the little, yet not unimportant, Portuguese settlement of Macao, the first European *pied a terre* on the threshold of the great Empire of China. Yesterday we reproduced from the columns of a London contemporary a very readable article on the status of the neighbouring Portuguese colony viewed in its relation to international questions as between England (because of the proximity of Hongkong), China and Portugal. In reference to the London paper's article our attention is directed to day to a communication appearing in the *Lisbon paper, Jornal das Colonias*, whose columns are devoted exclusively to Portuguese colonial affairs. The communication in question to our Portuguese contemporary is from a correspondent at Macao, and deals with the question on the *status quo* of Macao. Since the question is of some moment at the present stage of international affairs in South China, we make no excuse for giving a translation of the article which in effect gives the Portuguese views of the boundary question as affecting the neighbouring colony. The Macao correspondent writes that the English and Chinese newspapers have published the report that the Government at Peking is despatching to South China an Imperial Commissioner charged with the duty of conferring with the Government of Macao on the question of the delimitation of the boundaries of that colony. As regards this matter, the correspondent considers it his duty to state the Lisbon Protocol signed by H. E. Henrique de Barros Gomes, Minister for Foreign Affairs, on behalf of Portugal, and by Mr. Duncan Campbell, Commissioner of the Chinese Imperial Maritime Customs, on behalf of China, was the first international document in which China recognised the sovereignty of Portugal over Macao. Art. 2 of the said Protocol states that "China confirms perpetual occupation and government of Macao and its dependencies by Portugal, as any other Portuguese possession." This same declaration was later confirmed by the Luso-Chinese Treaty, signed at Peking on the 1st December, 1887, Art. 2 of which reads: "China confirms in its entirety the second article of the Protocol of Lisbon, relating to the perpetual occupation and government of Macao by Portugal." It was stipulated that the commissioners of the two Governments would proceed with the respective delimitation, which would be defined by a special commissioner, but so long as the boundaries were not made, all would remain as was then actually found, without being added to, reduced or altered by either of the parties. That delimitation has not been made up to the present day. Recently, there arose an incident in the inner harbour of Macao which supplied the motive for the expression of the Chinese Government to

proceed with the prescribed delimitation. According to public report, the incident arose in this way: The Chinese fishing boats that used to anchor along the coast of Lappa were in the habit of going to the Harbour Office at Macao to register themselves and to obtain their licences, but they used at the same time to proceed to Lappa and obtain licences from the Chinese authorities there. Knowing this, the harbour-master of Macao prohibited the boats from repeating the fact of taking two licences, seeing that they came to anchor in the inner harbour of Macao, which is under Portuguese jurisdiction, and one day, the correspondent did not know for certain why, he ordered the vessels to leave their anchorage on the Lappa side and anchor nearer the Portuguese shore. The Chinese authorities at Lappa lodged a complaint with the Mandarin at Casa Branca, which was referred to the Viceroy, stating that Portugal had overstepped her limits and invaded Chinese territorial waters; therefore, there has been a violation of Treaty and hence it was expedient to proceed with the delimitation. It is stated that lengthy communications have been exchanged between the Viceroy of Canton and the Consul for Portugal regarding this matter. The Chinese newspapers in Canton published portions of the correspondence and have continually published articles instigating the authorities and alleging that Portugal committed a breach of China's sovereignty, by invading Chinese waters and compelling Chinese subjects to anchor within Portuguese waters. It is said that the language employed by the Chinese press was both hostile and insolent. Meetings have been held in the city of Heungshan which always terminated by urging the delimitation of Macao, under the pretext that not only in the waters of the inner harbour, but also on land, Portugal had encroached on Chinese territory, by going beyond the city walls, thus implying that Portuguese jurisdiction should be restricted to territory within the walls. In the course of the discussion, it was brought to the notice of the meeting, as an act of Portuguese barbarity, the fact of the expropriation and burning of a few matchboxes and hovel which existed in the village of Lung Tim-chim opposite the Flora gardens. According to what is published in the newspapers it is known that the Government of Macao had asserted its rights under Art. 2 of the Luso-Chinese Treaty of 1887, above mentioned, wherein it is stated that, so long as the boundaries of Macao are not defined by a special convention the *status quo* would be maintained without addition, reduction, or alteration by either of the parties. China argues that, with reference to the inner harbour, according to international rights, where a river or an arm of the sea washes two opposite shores, belonging to two nations, the river should be divided in the middle by an imaginary line, each country claiming the respective half on the side of the shore belonging to her. It must, however, be stated that, in the not remote past, there was no Chinese population in Lappa; therefore, Chinese jurisdiction over the waters of the inner harbour of Macao was never thought of. The Portuguese authorities exercised their command over there. Neither did the Chinese Customs cruisers cross the mouth of the river for Chin-shan or Casa Branca without asking the licence of the harbour master or the commander of the warship anchored in the harbour. And foreign warships, including Chinese, anchored in the inner harbour at places indicated by the harbour master, so that it was Portuguese authority that exercised full jurisdiction over the entire waters of the inner harbour. Such in the *status quo* which Portugal claims, and it is a just demand. But the Chinese adhere to international rights in their arguments. The correspondent of the *Lisbon Journal* inquires: "What will be the result of this discussion? Will the inner harbour be divided between Portugal and China?" He answers his own questions thus: "It will be a misfortune and a disgrace if it so happens. It is necessary for the Government to be on its guard to avoid unpleasantness." The correspondent proceeds to comment that there was great negligence in not having thought earlier of the delimitation, which possibly might have been easy of solution in the past but, which now presents difficulties because of the agitation against foreigners. It suffices to read the heated discussions at the meetings and the articles in the Chinese newspapers because Great Britain sent a few gunboats to the West River to exterminate the pirates who infested that river. In former times the Mandarins and the Chinese people would have been loud in their thanks for the good service which Great Britain has rendered to China. But to-day when the patriotic sentiment prevails in China and exhibits extreme susceptibility, the Mandarins and the populace furiously upbraided England and the Government at Peking for so valuable a service which redounds to the benefit of the Chinese people—a service which China, through her moral laxity, failed to render up to the present. The Chinese papers constantly excite the public mind against Macao and the Portuguese because of the incident that occurred in the inner harbour, even though little importance attaches to that incident. But the intention to promote and foster ill-feeling and hostility is a danger, against which it would be well to be on the guard. We have thus given in detail the Portuguese view of the delimitation question, and though it remains in abeyance in the meantime, it is certain to crop up with periodic regularity in the future as it has in the past, until some adequate solution can be found, satisfactory both to the Government of Portugal and to China.

A CHINAMAN'S GALLANTRY.

(29th April.)

Among the notable incidents of the circumstances attending the death of Mr. A. H. Rennie, none stands out more prominently than the gallantry displayed by the Chinaman who, at the peril of his life, attempted to rescue the deceased. It is on record that the second coxswain, a man named To Yau, followed Mr. Rennie overboard, without even waiting to secure the support of a life-buoy, and sought by every means in his power to bring Mr. Rennie back alive to the launch *Cananda*. That he was not successful cannot, in the slightest degree detract from the meritorious character of his action, which may be said to have been in direct opposition to the usual attitude of those Chinese who are imbued with native superstition. Whether it was a spontaneous impulse which prompted the attempt at rescue or whether it was the result of considered deliberation, matters not at all, although we may be quite certain that the second coxswain of the launch when he took the plunge, had no personal thought of reward when he dived into the choppy sea at Lyceum Pass after his master. He did so on the spur of the moment, when everything might have led him to hesitate before endangering his own life, and his action could not have been more praiseworthy if it had been performed by an Occidental. It is, therefore, extremely desirable that his gallantry, which poned denies, should be recognised in more tangible fashion than has yet been done. Every one who has been in the Orient for any length of time knows perfectly well that there is a tradition among the uneducated class of Chinese which is in no way favourable to the rescue of drowning persons; rather the reverse, for instances innumerable could be adduced to show that the average Chinese are apt to incline to fatalism when a fellow-creature is in difficulties. On this occasion, however, a Chinese seaman rose superior to his environment and valiantly took his courage in both hands in the effort to save his master. If the Government of Hongkong fail in these circumstances to acknowledge the bravery of the coxswain who risked his life for one whom he would consider to be an alien and for whom he could have few considerations beyond those engendered by respect and esteem it will undoubtedly have failed in its duty as the guardian of British interests in this part of the world. It may not be that the exceptional gallantry of To Yau is worthy of being made the subject of representation to the Royal Humane Society, but it is unquestionably a matter which should be appreciated in Hongkong, where such examples of disinterested endeavour are far from common. And if the Government should see fit to reward this Chinese hero, the recognition should be made in no half-hearted fashion. There should be no hole-and-corner business about it, no semi-private function at which the man is handed a medal along with a few perfunctory words of thanks. It should be a public function to which our Chinese fellow-subjects should be invited, and it might not be out of place to suggest that the European residents would be found to be willing to testify to their appreciation of the coxswain's action. At all events, it will be a slur on the community if To Yau's gallantry is allowed to pass without the acknowledged thanks of those who are in charge of the affairs of the Colony.

SIR ROBERT HART.

With the advent of Sir Robert Hart to Hongkong next week, on his way to England on home leave, there can be no denying that a great deal of interest centres in the imposing personality of the Inspector-General of the Chinese Imperial Maritime Customs. The appreciative article which appears in the *N. C. D. News* on the morning of Sir Robert's arrival in Shanghai will, therefore, be read with interest as very apposite at the present moment. Our acknowledgments are due to our Northern contemporary for the reference to the Inspector-General, and which we quote: "Unless the Chinese press have proved themselves even worse than might be supposed from the extraordinary varieties of the barometer during the last three days, to-day should see the arrival of Sir Robert Hart in Shanghai on board the Revenue cruiser *Pingching*. Here the Inspector-General remains until next Saturday when he leaves for Home on board the *N.D.L.S. York*. But three times since he took over the command of the then *1866* and *1867* Customs Service in the year 1866, Sir Robert Hart visited Europe. For this reason, no less than for the special circumstances attending the present visit, it must be a matter of deep regret to all in Shanghai that the hopes, informally expressed both by the Municipal Council and the Shanghai Chamber of Commerce, that Sir Robert's stay in the Settlement might be made an occasion of some official recognition of his great services, should have had to be disappointed. There is unhappily but too much ground for the excuse of indifferent health on which Sir Robert Hart pleaded to be relieved of any official ceremony in connection with the Capital for his usual holiday at Peking. At the same time it is permissible to imagine that the same impulse which has prompted so many men of great distinction to avoid popular demonstrations in their honour, an impulse which is akin to the accepted principle that the man who does great things are the least able to talk about them, has not been absent from Sir Robert Hart's mind. Such a disposition is the more readily entertained in view of the improvement in Sir Robert's health, which was noted last week on the occasion of his departure from the Capital. The Inspector-General was looking well, our Peking correspondent told us, and he hopes to return to China at the end of the year for which he has been granted leave of absence. That hope will at least be secondarily gratified if he can be represented at the Shanghai

Other writers than those of his own nationality have agreed in comparing the work of Sir Robert Hart with that of Oliver and Warren Hastings, although it may be felt that there have been special difficulties in working in, and for, the Chinese Empire which were unknown to the prosaicness of India. It is only necessary to turn to any handbook of reference for the list of foreign decorations attached to Sir Robert's name, which include distinctions from nearly every important Power in the world, not excepting the Church of Rome, to recognise how highly his services as an intermediary between China and the outside world have been esteemed. On all disputed points whether commercial, religious or political, his advice has been sought by foreign Ministers and Chinese alike. Lord Grosvenor indeed went so far as to offer Sir Robert Hart the appointment of British Minister Plenipotentiary in Peking. But to accept that offer would have placed the Inspector-General in a position of impossible anomaly, and there is no cause for others to regret the decision which induced him to decline an honour that must have been incompatible with his retention of the Customs. In its broad outlines the story of his creation of that Service has been told often to need more than brief recapitulation here. Its inner details, however, will probably never be known in full by more than one man, the Inspector-General himself. When Sir Robert Hart took charge of the foreign customs, he found that the staff consisted of 200 officials who collected between them Tls. 8,000,000. Bribery and corruption were rampant; a system of smuggling and of compromising duties prevailed, which (in the words of an old report) "destroyed, practically, the value of a fixed tariff," and British Customs imposed penalties on their nationals with no more result than to incur cordial dislike for severities which were neglected in the case of foreign traders, equally, if not more culpable. In the years since that report was written, the Imperial Maritime Customs have grown until the staff now employs 13,776 men of both foreign and Chinese nationalities, while the revenue has risen to upwards of Tls. 35,000,000, and stands to-day as the one certain asset which China can offer as security for foreign loans. Apart from the labours of this department which have been made to involve a personal responsibility on the Inspector-General's part for every appointment and promotion in the Service, and in addition to the demands which have been made upon him in a diplomatic capacity, Sir Robert Hart has found time to organise the whole light-house equipment of China, and the Imperial Chinese Posts and Telegraphs, which can now reckon over 2,000 post-offices and agencies throughout the Empire.

On such an occasion as the present, when we are but concerned by a fitting tribute of welcome to a distinguished passing guest, it would be obviously unbecomingly to indulge in speculations as to what man is capable of succeeding to responsibilities so tremendous, or to reopen a discussion which must, sooner or later, become inevitable, which the intervening months have furnished no adequate cause for reconsidering; and our only reason for alluding even remotely to the question now is the prominence given by *The Times*, in a leading article of which one of our telegrams spoke on Saturday, to Sir Robert Hart's acquiescence in certain verbal assurances respecting the control of the Imperial Maritime Customs, and the reference here to the Imperial Decree of May 9, 1905, with its appointment of two Chinese High Commissioners of Customs and the transference of the whole department from the Waiwup to the Board of Revenue, is too plain to be missed. At the time that that Decree was first promulgated, it formed the subject of a lengthy correspondence between the China Association and the Foreign Office in which the Association made no effort to conceal its disappointment at Sir Edward Grey's acceptance of Prince Ching's obviously inaccurate contention that the Decree "does not change the method of administration (of the Customs) laid down in the Loan Agreements." It is not necessary at the present time to dwell upon the Decree as "a very serious instance of the policy of extrusion"; although, considered as a slight upon Sir Robert Hart, after his long and devoted service, it can only appear as a piece of almost unequalled ingratitude. There is little doubt that the Peking Government is fully aware of the absolute need to itself of preserving the character and integrity of the Customs Service. How far that Government is prepared to act on its knowledge of a very different question. Hitherto the appointment of the High Commissioners does not appear to have made any conspicuous difference in the administration of the Service. But, in any case, which could be harmless enough while Sir Robert Hart remained in Peking, may begin to revolve, with fatal effect, directly the check of his presence is removed. The consequent reaction likely to be produced upon the functions of the Service, and the possible lowering of its standard are factors which are not overlooked when it is considered that it is eagerly to be hoped that the Foreign Office will profit by Sir Robert Hart's actual presence in London to readjust its attitude towards a state of affairs that cannot grow less urgent with the advance of time.

This afternoon, the *China Times* of 17th ult. says, all of Peking Society was early astir. Two receptions were being held. Sir Robert and Lady Bredon had sent out cards to all the friends of Sir Robert Hart to ask them to meet him at his house after 5 o'clock to pay their adieux. Few, though, guests came and went rapidly, the commodious parlours of the house of the Deputy Inspector-General of Customs were crowded to their utmost capacity for the entire afternoon. Sir Robert Hart said good-bye with his usual kindly air. While he looks worn from the arduous duties of closing up his various duties and making all the calls that are necessary, still one thinks that there is already a change that forecasts the return of the Inspector-General to Peking at the close of the year, prepared to take up again the management of the great Maritime Customs service. It is the pleasant wish of all his friends and for the best interest of China that this may be so. The duties of host and hostess were carried out in every particular by Sir Robert and Lady Bredon, ably assisted by their daughter, Miss Bredon. The other reception was at the American Legation to welcome back the Minister and Mrs. Rockhill. Here the guests came earlier and continued till a late hour, so that it did not seem as if the crowd was as large. Mrs. Rockhill was assisted by her mother, Mrs. Rockhill, in the reception of her guests, who were members of the Legation and the press.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, MAY 1, 1908.

CHINA AND JAPAN.

(29th April.)
It is not often that critics, so far removed as Sydney, are from China, have as correct an appreciation of the trend of current events in the Southern Provinces as is the writer in the *Sydney Evening News*. In all comments on the middle of the boycott in Canton in the middle of March, in dealing with the debased currency of the memorable monster meeting at Canton, the leader while

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE JAPANESE BOYCOTT.

CONFERENCE AT TOKIO.

[By courtesy of the "Sheung Po."]

Tokio, 24th April.

In consequence of the Chinese boycott of Japanese goods, all trades throughout the Empire are agreed upon the sending of delegates to a conference to be held at Tokio, on the 24th inst., for the purpose of considering retaliatory measures against the Chinese.

It is expected that the conference will last five days.

CHINA AND JAPAN.

JAPANESE PRESSURE.

[By courtesy of the "Sheung Po."]

Peking, 24th April.

Since the inception of the boycott against Japan, the Japanese Minister at Peking has been putting pressure on the Chinese authorities.

The Chinese Government is now earnestly considering what steps to take to suppress the anti-Japanese agitation.

THE THREE EASTERN PROVINCES.

LOAN FOR THEIR DEVELOPMENT.

[By courtesy of the "Sheung Po."]

Peking, 24th April.

H.E. Tang Shao-yi has applied to the Board of Revenue for a loan of Tls. 5,000,000 to be applied to the development of the Three Eastern Provinces.

The Board of Revenue has agreed to withdraw the amount from the National Bank of China.

EMPEROR KWANG SU.

RECOVERING FROM ILLNESS.

[By courtesy of the "Sheung Po."]

Peking, 24th April.

The Emperor is recovering from his recent illness.

SOLDIERS AND POLICE-MEN.

DUTIES TO BE DEFINED.

[By courtesy of the "Sheung Po."]

Peking, 24th April.

There has been so much friction between the members of the garrison and those of the police force in relation to their duties, that the Peking Government has given instructions to the Viceroy of Provinces to define the respective duties of soldiers and policemen, so as to avoid conflict between them in future.

SHANGHAI-HANGKOW-NANKING RAILWAY.

THE ENGINEER-IN-CHIEF.

[By courtesy of the "Sheung Po."]

Shanghai, 24th April.

With regard to the proposed appointment of a Britisher as engineer-in-chief of the Shanghai-Hangchow-Nanking railway, the proposed appointee has asked for a salary of £2,000 per annum.

The Company consider the salary too high.

The appointment remains in abeyance in consequence.

THE JAPANESE BOYCOTT.

VICEROY CHANG'S DESPATCH TO PEKING.

[By courtesy of the "Sheung Po."]

Peking, 26th April.

Viceroy Chang Jen-chun, of Canton, has telegraphed to the Imperial Government that he has persuaded and instructed the people under his jurisdiction to stop the boycott.

His Excellency asks the Government to notify the Japanese Minister accordingly, so that he may not have any pretext to bring pressure to bear upon the Chinese Government.

NATIONAL BANK OF CHINA.

THE NOTE ISSUE.

[By courtesy of the "Sheung Po."]

Peking, 26th April.

The Imperial Government has sent telegraphic instructions to Viceroy

Tuan Fang to arrange privately with the Chinese Chamber of Commerce at Shanghai to promote the circulation of the notes issued by the National Bank of China.

Later.

The Board of Revenue in Peking agrees to guarantee the note issue of the National Bank of China.

THE EMPRESS-DOWAGER.

DESIROUS OF RELINQUISHING GOVERNMENT.

[By courtesy of the "Sheung Po."]

Peking, 26th April.

At an interview between Prince Ching, Prince Chun and others, the Empress-Dowager expressed her willingness to relinquish the reins of Government.

H.E. Yuan Shih-kai strongly remonstrated with Her Majesty.

STORM IN HANKOW.

HEAVY CASUALTIES AFLOAT.

[By courtesy of the "Sheung Po."]

Shanghai, 26th April.

A severe storm raged in Hankow on the 24th inst.

Several hundred junks were sunk, and a few steamers dragged their anchors, thereby sustaining damage.

The number of lives lost has not yet been ascertained.

S.S. "WOSANG" ASHORE.

[From Our Own Correspondent.]

Shanghai, 27th April.

There has been a storm in Hankow.

The s.s. "Wosang" is ashore.

Traffic is delayed.

SIR ROBERT HART.

ARRIVAL AT SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 27th April.

Sir Robert Hart arrived here today, and is looking well.

AN IMPRESSIVE SEND-OFF FROM PEKING.

[From Our Own Correspondent.]

Peking, April 22.

Sir Robert Hart left Peking at 8 a.m. today and proceeds from Tientsin to Shanghai on board a Revenue cruiser.

The departure of Sir Robert Hart was the occasion of a great ceremony at the railway station.

The Diplomatic Body, representatives of the Customs Service and the bulk of the foreign residents in Peking, were present on the platform to make leave of the Inspector-General.

The Chinese Government was represented by their Excellencies Na Tung and Tieh Liang, of the Waiwupu, by Chen Pi and Governor Tang Shao-yi.

Guards of Honour were furnished by the Chinese authorities, and two bands were supplied by the British, American, Japanese, Italian and Dutch Legations.

Sir Robert Hart is looking well. His health has much improved recently, and he hopes to return to China at the end of the year for which he has been granted leave of absence.

Should he be unable to return, the permanent appointment of an Inspector-General will then be made. —H. C. D. News.

PARLIAMENT FOR CHINA.

SHANSI STUDENTS MOVING.

[By courtesy of the "Sheung Po."]

Peking, 27th April.

It is reported that the students of Shansi Province propose to call a mass meeting for the purpose of formulating a memorial for submission to the Imperial Government praying for the establishment of a Parliament.

Later.

Yeung-to, a Hunanese, proposes to get his compatriots to join in a memorial to the Imperial Government urging the fixing of an early date for the establishment of a Parliament.

THE JAPANESE BOYCOTT.

MR. HAYASHI'S REPRESENTATIONS.

[By courtesy of the "Sheung Po."]

Peking, 27th April.

On account of the boycott against Japanese trade, the Japanese Minister has repeatedly brought to the notice of the Chinese Government the losses sustained by the Japanese merchants.

Mr. Hayashi's representations are made with a view of lodging a claim for compensation.

CHINESE NATIONAL BONDS.

PROPOSED ISSUE.

[By courtesy of the "Sheung Po."]

Peking, 27th April.

Duke Tai Tse, president of the Board of Revenue, has addressed a

communication to the various Provinces advising the proposed issue of National Bonds for China.

A NATIONAL BANK.

PROGRAMME FORMULATED.

[By courtesy of the "Sheung Po."]

Peking, 28th April.

The Ministry of War has decided upon the re-establishing of a Navy for China.

The programme, which has been formulated to give effect to the decision, embraces the following projects, viz.:

- 1.—The establishment of naval bases.
- 2.—The building of warships.
- 3.—The training of men for the vessels.
- 4.—The drawing up of rules and regulations for the guidance of officers and men.
- 5.—The establishment of an office for the Admiralty.

The initial provision for the cost of the scheme has been fixed at ten million taels.

The money is to be raised by the Ministry of War and the Board of Revenue conjointly.

EMPEROR KWANG SU.

STILL ILL.

[By courtesy of the "Sheung Po."]

Peking, 28th April.

The Emperor has not quite recovered from his recent illness.

On the 1st day of the 4th moon, Prince Chun will perform the usual ceremony, on behalf of His Majesty, at the ancestral worship.

PROPOSED CHINESE BANK.

TWO HUNDRED MILLION DOLLAR CAPITAL.

[By courtesy of the "Sheung Po."]

Peking, 28th April.

The merchants of Shansi Province propose to establish a Bank with branches in the five Continents.

The subscribed capital has been fixed at two hundred million dollars.

ANTI-OPIMUM CAMPAIGN.

PROHIBITION IN THE IMPERIAL COURT.

[By courtesy of the "Sheung Po."]

Peking, 28th April.

The Empress Dowager has strictly prohibited the members of the Court from smoking opium under penalty of heavy fines.

NATIONAL BANK OF CHINA.

THE NOTE ISSUE.

[By courtesy of the "Sheung Po."]

Peking, 28th April.

The Board of Revenue has instructed all the Provinces to pass the notes issued by the National Bank of China.

Certain highly interesting and important correspondence has just taken place between M. Siffert, Consul-General for Belgium and Senior-Consul, and His Honour Tsai Nai-bung, Shanghai Taotai, relative to a question which affects the entire community very closely, namely, the Chinese bank-note in circulation in the Settlements.

The stability of the establishments which issue them. M. Siffert inquires, on behalf of the Consular Body, whether the Chinese Government guarantees any of these notes or not, and also if there are sufficient funds deposited in the Government treasury by the Bank to redeem all the notes which it issues.

The Senior Consul further intimates that the Consular Body intends to confer with the Chamber of Commerce on this important subject, and would also be very glad to accept assistance or co-operation which the Chinese authorities might feel moved to tender for the purpose of securing full and prompt information in the matter.

His Honour the Taotai has so far only formally replied to this communication from the Senior Consul, but later on, when the inquiries which he, in response to the letter, has set on foot, relative to the banks which issue the notes now in circulation, their resources, standing, etc., are completed, he will answer M. Siffert's letter as fully as the importance of the occasion demands. —Shanghai Times.

PARLIAMENT FOR CHINA.

EARLY ESTABLISHMENT CONTEMPLATED.

[By courtesy of the "Sheung Po."]

Peking, 28th April.

In view of the numerous memorials submitted by the Provincials throughout the Empire, praying for a Parliament, Prince Pu-Lun has decided to accede to the people's wishes by fixing an early date for the institution of a Parliament.

His Highness held a conference the other day with other officials on the subject.

CHINESE IN SOUTH AFRICA.

SPECIAL COMMISSIONER TO TRANSVAAL.

[By courtesy of the "Sheung Po."]

Peking, 28th April.

The Waiwupu has telegraphed to the Viceroy at Canton inquiring whether H.E. Chang Jen-chun has despatched Taotai Lum Lok Chun to Transvaal on a special mission of inquiry.

The Viceroy has replied to the Waiwupu in the negative.

ARMS IN PEKING.

LARGE QUANTITY SEIZED.

[By courtesy of the "Sheung Po."]

Peking, 29th April.

A large quantity of arms and ammunition has been seized outside the West Gate.

The rifles numbered several tens, and there were fifteen cases of ammunition.

ANTI-OPIMUM CAMPAIGN.

STRINGENT REGULATIONS.

[By courtesy of the "Sheung Po."]

Peking, 29th April.

The Special Opium Commissioners have drawn up an anti-opium law whereby all surreptitious cultivators of the poppy plant, vendors and buyers and smokers of opium shall be severely punished.

ANTI-CHRISTIAN RIOTS.

CHURCHES AND YAMEN DESTROYED.

[By courtesy of the "Sheung Po."]

Shanghai, 30th April.

There has been an anti-Christian rising in the Ying-shan district, Anhui province. Churches have been destroyed.

The Magistrate's yamen was burnt down and prisoners in the gaol liberated.

The Governor of the Province has sent troops to suppress the riots.

THE MANCHURIAN RAILWAY.

RUSSIA'S DEMANDS.

[By courtesy of the "Sheung Po."]

Peking, 30th April.

Russia has preferred a demand for joint management with China of the Manchurian Railway.

The Waiwupu has strongly protested.

THE EMPRESS DOWAGER.

AND TELEGRAPHIC MEMORIALS.

[By courtesy of the "Sheung Po."]

Peking, 30th April.

The Empress Dowager has directed the Grand Councilors to lay before her, without delay, all telegraphic memorials that may be received in future from the Provinces throughout the Empire.

CONSTITUTIONAL GOVERNMENT.

CHANG CHIH-TUNG IN FAVOUR.

[By courtesy of the "Sheung Po."]

Peking, 30th April.

H.E. Chang Chih-tung has lately expressed himself as being in favour of the idea of a Constitutional Government for China.

His Excellency has had a consultation with Prince Ching on the subject; the latter shares his views.

It is rumoured that a Parliament will be established either on the 37th or 39th year of Kwang Su (i.e., three or five years hence).

HUPEH IRON WORKS.

SHENG KUNG-PO'S CONCERN.

[By courtesy of the "Sheung Po."]

Peking, 30th April.

It is reported that Sheng Kung-po has asked to be allowed to remain at Hupeh in order to enable him to put in order the affairs of the Iron Works.

RAUB CRUSHING.

Messrs. E. S. Kadoorie & Co. advise us that they are in receipt of telegraphic advice from Singapore informing them that the crushing of the Raub Australian Gold Mining Co. for the last period of four weeks yielded 1,005 ozs. gold from 4,819 tons stone.

EUROPEAN SHAMAN ROBBED AND UNLID.

PICKED UP AND THROWN INTO TYPHOON REFUGE.

[By courtesy of the "Sheung Po."]

To be picked up and thrown bodily into the typhoon refuge at Causeway Bay was what an unemployed British seaman suffered at the hands of a couple of ricksha coolies last night.

The seaman (luckily) suffered no injuries whatever from his rough treatment. Covered from head to foot in evil-smelling mud he made his way to the Bay View Police Station and report to the constable.

From particulars which one of our representatives were able to gather from the police this morning, it would seem that the seaman engaged a ricksha last evening outside the Praya East Hotel, evidently with the intention of visiting a friend, who resided on the Shau-ki-wan Road. This was about half-past seven o'clock. That the seaman dropped asleep in the vehicle is not denied. When he awoke, however, he discovered to his surprise that the ricksha had stopped near the polo ground and the puller bending over him.

"What's the matter? What for makes stop?" demanded the seaman. At the same time his attention was directed to a piece of paper near his feet and, picking it up, found his certificate. Quickly examining the inside pocket of his coat—a place where he usually carried his money—he discovered that the only \$10 bill he possessed had disappeared. Without saying a word he signalled the coolie to continue the journey, and when the Bay View Police Station was reached he reported the matter. He was instructed to return to the ricksha and lodge his report at No. 2 Police Station, it was stated. On the return journey, the ricksha coolie, presumably, knowing what was going to happen, dropped the seaman's ricksha near the spot where the robbery occurred. Assisted by the driver of another vehicle, when he called, they lifted the seaman out of the vehicle, carried him to the roadside, and dumped him into the typhoon refuge. The coolie then disappeared. There was no water in the refuge at the time. Picking himself up from the mud, the seaman scrambled up the wall and made for the police station where he related his experience. Fortunately, he remembered the number of the ricksha, which he gave to the police.

Inspector Courlay took charge of the case, and a few hours later the suspicious individual was arrested in Hollywood Road. No money was found on him, however. He was removed to the station and locked up. It is believed that the accused will be charged to-morrow at the Police Court.

The Pacific Fleet.

TO VISIT HONGKONG.

[The Governor's invitation accepted.]

The following telegrams to and from the Secretary of State for the Colonies respecting invitation to the United States Fleet to visit Hongkong have been communicated to us by the Colonial Secretary:

[Governor to the Secretary of State.]

"Propose if His Majesty's Government concur invite American Fleet to Hongkong."

[Reply from the Secretary of State.]

Your telegram of 21st April. Invitation will be communicated to U. S. Government."

[Further reply from the Secretary of State.]

Your telegram of 21st April. U. S. Government accept invitation."

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL REPORT.

The annual general meeting of the Hongkong Horticultural Society held in the music room of the City Hall, at 5.15 p.m. on the 30th ult. Following is the annual report:

The committee beg to present their third annual report on the work of the Society.

Two Shows were held during the year, a chrysanthemum show on the 14th November, 1907, and the annual flower and vegetable show on the 26th and 27th February, 1908. Both shows were held in the Botanic Gardens.

CHRYSTANTHEMUM SHOW.

There were 54 entries by 14 exhibitors in 24 classes. 19 prizes were won between 6 exhibitors. The Peak flowers for which special classes had been arranged were a failure, no prizes being awarded. The net cost of the show was \$322.05.

FLOWER AND VEGETABLE SHOW.

The Chinese Market gardeners again failed to exhibit in the vegetable classes specially set apart for them, and it is proposed to omit these classes in the next Schedule.

The judging of the general exhibits was done by Messrs. J. Barton, D. W. Craddock, S. T. Dunn, and W. J. Titcher. Of the gardens by Messrs. J. Barton, S. T. Dunn, L. Gibbs and H. H. Gompers, and of the table decorations by Mrs. Pollock and Mrs. Turner.

The winter was not a favourable one for flowers, the early part being unusually wet and warm and the two months before the show having much more than the average rainfall.

A very fair show of flowers was however produced. Some of the special features being carnations shown by Mr. Looker, some very fine roses grown by Mr. Makeham at Pokfulam and primulas shown by Mr. Choa Leep Chee. And among the vegetables some broad beans put in as a special exhibit by 'Ergin Kerr'.

The net cost of the show amounted to \$431.45.

The thanks of the Society are due to the following who kindly presented prizes or gave contributions to the prize fund:—H. E. Sir Frederick I. Ugar, H. E. Major-General Broadwood, Sir Paul Chater, Mrs. Ho Tung, Mrs. Turner, Messrs. J. Barton, Chau Siu Kee, Choa Leep Chee, D. Donahoe, S. T. Dunn, Fung Wa Chun, L. Gibbs, Ho Kom Tong, Ho Tung and H. E. Tomkins. Also to the Police Department who supplied constables to take charge of gates during both shows and to the Botanical and Forestry Department for assistance in staging the exhibits.

From the statement of accounts it will be seen that the year's working resulted in a loss of \$68.31. It will be seen however that without the expense of the Chrysanthemum show, the Society would have been about \$250 to the good on the year's working, but it should be noted that \$150 of this belongs properly to the previous year. The committee have decided not to hold a chrysanthemum show in the autumn as the attendance at the last was exceedingly poor and the funds of the Society do not admit of the necessary expenditure.

The membership shows a satisfactory increase, the ordinary members now number 108 as against 66 at this time last year.

On the 21st March, Sir Paul Chater kindly invited the members of the Society to visit his garden in Conduit Road and several availed themselves of the privilege.

In accordance with rule 4, the committee retire but, with the exception of Mrs. Brawlin and Mrs. Turner, offer themselves for re-election.

A FORGEMAN'S DILEMMA.

THE ACTIONS OF A VIRAGO.

Wong Kiu is a woman who nurses a grievance. And on account of this her only bad point, a happy home, was broken up yesterday. Miss Wong resides at Causeway Bay, and, until a week ago, got ten cents a day carrying earth for a contractor. Somehow or other, but through no fault of her own, she was discharged by the foreman, coolie—a married man residing at Yee Wai Street—who stated that Miss Wong was inefficient, which she denies. Had she not worked hard for her ten cents? However that may be, Miss Wong was told to quit. Yesterday afternoon, accompanied by several young friends of hers, she called at the foreman's house and asked to see him. The foreman's better half opened the door and invited her in. No sooner had Miss Wong stepped on foot in the house than things began to happen. She rushed into the sitting room and, picking up a stool, flung that into the street. This followed a water bucket and a little later two tables came flying out into the street. Having cleared out all the furniture Miss Wong, it is reported, then made an attempt to pull the partitions down, but failing this, she hurled some nice words at the amazed foreman, and left the house. A policeman met her at the foot of the staircase and triumphantly removed her to the station. Miss Wong made her debut in the Police Court, today, in answer to a charge of doing malicious damage to \$8 worth of property. She was fined \$4. Curious to remark there is another woman nursing a grievance too—and that is the foreman's wife, who believes that there is some "love plot" behind it all, and no matter how hard the obstinate foreman may try to alter that opinion we are afraid it won't wash.

Mr. J. H. Kemp, First Police Magistrate, imposed a fine of \$35, at the Police Court, last Saturday, on a L. Lat. owner

GREEN ISLAND COMPANY
CO., LTD.

ANNUAL MEETING.

The nineteenth ordinary annual meeting of shareholders in the Green Island Cement Co., Ltd., was held in the office of the general manager, St. George's Building, in the forenoon last Saturday, for the purpose of receiving a statement of accounts and the report of the General Managers for the year ending 31st December, 1907, declaring a dividend and electing consulting committee and auditors. Mr. Robt. Shaw presided. There were also present:—Sir Paul Chater, C.M.G., the Hon. Mr. Henry Kewick, Dr. J. W. Noble (consulting committee), Messrs. T. F. Hough, W. E. Olafse, Erich Georg, A. Denison, A. B. Moulder, Capt. C. W. Lloyd, W. A. Dowling, J. A. Young, Capt. H. G. J. B. Sayer, E. T. Bunje, and R. Henderson (Secretary).

The secretary read the notice convening the meeting. The Chairman said:—We have the pleasure to lay before you the report and accounts for 1907, copies of which have been in your hands for some days past. Our working account again shows an increased profit, and we are able to divide four pence in dividend, which I think is very satisfactory, and I hope will be approved by all shareholders. We are compelled to put something to reserve for the purpose of maintaining the plant, and we do not recommend more than \$5,000 for the purpose, as in the present state of our finances this fund exists only on paper, the money being used in our business, but on the other hand we propose writing off the substantial sum of \$84,974.88, for depreciation of buildings, machinery, etc. The work of the year under review shows, I am glad to say, steady progress both in our sales and in our output. The two extra rotary kilns, which we acquired on the spot under circumstances explained to you at our last annual meeting, were not in as good order as they might have been or would have been if we had taken them over ourselves from the makers at home, and consequently more time was occupied in erecting them and putting them together than we had expected. All defects were, however, finally made good, and these kilns now form a valuable addition to our plant. In the accounts you will notice that we had to pay \$50,000 for interest on borrowed money, or some \$12,000 more than we did, the previous year, but this item should be considerably less in the next account, as our debt to the Bank is now reduced to three lacs. You will, no doubt, wish to have some details of our capital expenditure during the year, which has principally caused this increase in interest. We spent \$15,000 on the accounts, which was chiefly made up of:—

\$15,000 on sea wall and reclamation of land.
\$3,000 for a strong breaker.
\$4,000 for an economiser to economize fuel for the boilers.
\$7,000 for plant to take up and discharge fresh clay into factory and afterwards into boats.
\$5,000 on a shed for storing clay.
\$12,000 for another ball mill for grinding burnt cement; the rest being labour and other small items.

At Hok On our expenditure was nearly three lacs, a great part of which was spent on the new rotary kilns, viz:—
\$65,000 to complete the installation of the two kilns.
\$72,000 on a grinding mill; and
\$41,000 on the buildings.

These accounts represent a 500-horse power engine, which cost \$32,000; besides this we built a new cement godown for about \$10,000, a new steam drier for \$10,000, and added \$10,000 on additional machinery and buildings for the saw mill. Also \$6,000 on new roads and drains; \$3,700 on a small tramway; \$3,300 on arrangements for bringing down stone from the Little River; and the rest on small alterations and incidentals. You will thus appreciate that enlarging the factory does not mean simply adding new kilns. For new kilns entails extra grinding plant, and that requires increased power. On the other hand, it is of course, results in a larger output and that again entails a larger sale of raw material, and the cost of receiving and handling the ash and slag. Nothing has been spent that was not absolutely necessary or that does not tend to greater efficiency and make for economy and reduced working expenses, our constant aim being to obtain the best results by the adoption and use of the most up to date plant and labour-saving machinery. At Deep Water Bay the expenditure of \$20,000 was principally on a new boiler and engine and other small additions to machinery. You will notice that we have only allowed for depreciation of buildings and machinery, lighters, etc. at the usual rate of six per cent. and have not included land as some shareholders raised the point that property at Shinglung if anything had appreciated and was not depreciating which is no doubt the case. The item for land at Canton is cost of a piece of ground on the River, which is used as a depot for stone prior to its transhipment to sea-going boats. While on the subject of accounts I may say that I am sorry that they are later than usual this year, but this is inevitable with the greater mass of figures with which we have to deal, and without unduly pressing our accountants and auditors I do not see how they can be got ready any sooner. As to the outlook for the present year I do not think we have much to fear; our brand is now well liked by the most exacting of our customers, and the demand for it keeps good and steady all round. It is true that owing to China New Year and other causes our sales for the first two months of the year fell off, but March showed a good recovery, and we are now fully booked for this and the month to come. On the whole I think we have fair reason to expect that our turn-over this year will again show an improvement on that of last. Before moving to adoption of the report and accounts I shall be glad to answer any questions shareholders may wish to ask.

The Chairman: There being no questions, gentlemen, I beg to move that the report and accounts, as presented, be adopted and passed. Mr. T. F. Hough, in seconding, said that, after the exhaustive remarks of the chairman, he felt that they were in the happy position of being able to tender their congratulations to the general managers and staff. He congratulated them upon the foresight in having increased the capital thereby placing the Company in the position of being able to do so. He said he would be allowed to coin his phrase, he would say that he tendered his "fanciful congratulations"—to the management for the good results and to the shareholders for the handsome dividend they were receiving. He felt that directors should have the support of shareholders on all occasions, whether the report presented be good or bad. With these few remarks he had pleasure in seconding the adoption of the report and accounts.

The motion, being put, was carried unanimously. On the motion of Mr. E. Clarke, seconded by Mr. A. Young, Sir Paul Chater, the Hon.

Mr. H. Kewick and Dr. J. W. Noble were re-elected as the consulting committee. Mr. Moulder moved that Messrs. W. H. Poole and A. O'D. Gourdin be re-elected auditors. Mr. Sayer seconded. Carried unanimously. The Chairman: That is all the business, gentlemen. I thank you for your attendance. Dividend warrants will be ready on Monday morning.

V. R. C. SPORTS.

ELEVENTH ATHLETIC MEETING.

Patron:—His Excellency Sir F. Lugard, K.C.M.G., C.B., D.S.O., I.L. Excellency Vice-Admiral Sir Hedworth Lamont, K.C.V.O., Commodore Stokes, R.N., Hon. Mr. F. H. May, C.M.G.
Judge:—Mr. W. Armstrong, Mr. W. A. Cripe, Mr. W. Logan, Mr. A. McKirdy, Mr. J. Rodgers, Mr. M. A. Souza, Lt. Col. Broke, R.E.
Referee:—Mr. A. Rodger.
Nondescripts:—Mr. E. Humphreys; Mr. A. McKirdy, Dr. F. H. Kew, Mr. H. Williams.
Clerk of the Course:—Mr. J. W. Bains, Mr. M. McIver.
Starters:—Mr. A. R. Sutherland, Mr. E. M. Hazledine.
Time-keepers:—Mr. T. Meek, Mr. R. Henderson.
Hon. Treasurer:—Mr. R. Henderson.
Hon. Secretary:—Mr. F. Lamont.

The eleventh annual meeting of the Victoria Recreation Club's Athletic Sports took place on the Hongkong Football Club's ground last Saturday afternoon. There was a large number of ladies and gentlemen present to witness the sports. The events were more or less evenly contested. During the sports, the Band of the 1st Rajputs played the following selections of music:—

1. "Valse" (Scherzo) "Serenade" (Reverend)
2. "Coke Walk" (Don't make them stand in line)
3. "Valse" (Scherzo) "Serenade" (Reverend)
4. "Valse" (Scherzo) "Serenade" (Reverend)
5. "Valse" (Scherzo) "Serenade" (Reverend)
6. "Valse" (Scherzo) "Serenade" (Reverend)
7. "Valse" (Scherzo) "Serenade" (Reverend)
8. "Valse" (Scherzo) "Serenade" (Reverend)
9. "Valse" (Scherzo) "Serenade" (Reverend)

Following are the events with their results:—
1. 1 p.m.—LONG JUMP.—(Three tries).
Prize presented by His Excellency Sir Frederick Lugard, K.C.M.G.

1. A. C. Leith (dist. 20 ft. 4 in.); 2. F. G. Carroll (dist. 20 ft. 1 in.).
2. 1.20 p.m.—120 YARDS FLAT RACE.—(Handicap).—First Prize presented by Mr. R. Shaw; Second Prize presented by Mr. A. Denison.

First Heat—1. Major E. W. R. Stephenson, 3rd Mid. Regt.; 2. L. A. Olorio.
Second Heat—1. A. S. Kemphorne; 2. L. G. Cordeiro.
Third Heat—1. A. E. Combes; 2. J. H. Mead.

3. 1.30 p.m.—HIGH JUMP.—(Three tries).
First Prize Presented by the H.K. Corinthian Yacht Club; Second Prize Presented by Messrs. Falconer & Co.

1. P. Linton (5 ft. 3 in.); 2. A. C. Leith (5 ft. 2 in.).
4. 1.50 p.m.—100 YARDS FLAT RACE.—(Challenge Cup).—Presented by Dr. F. H. Kew. To be won three years before becoming the property of a competitor. First Prize presented by the Hon. Mr. H. Kewick; Second Prize presented by the Hongkong A.A.A.

1. F. G. Carroll (10 1/5 sec.); 2. L. H. O. Garrett.
5. 2.00 p.m.—BOYS' RACE, 100 YARDS (Handicap).—Post Entries. Open to all Boys between the ages of 6 and 10. Handicap at 100 yds. age to be stated on entry. First Prize presented by Mr. C. E. Warren; Second Prize presented.

1. Atkinson, 2. Ray, 3. Stephenson.
6. 2.10 p.m.—TEAM RACE.—(200 Yards).—(Teams of 4). Prizes presented.
1. Hongkong A.A.A. (1 min. 38 3/5 sec.); 2. Hongkong Football Club.

7. 2.20 p.m.—TUG-OF-WAR.—Open to Officers, Non-Commissioned Officers and Men of Navy, Army, Volunteers and Police. Each Ship, Regiment or Corps may enter one team only (8 men on each side). To be pulled over 15 feet. Best of three pulls. Regulation boats issued. No tugging. No spikes or nails allowed. No tugging. No holes to be dug in the ground before pulling. Prizes presented.

H.M.S. King Alfred beat H.M.S. Kent. This contest was extremely one-sided. Each pull took about 5 seconds, and the losing team was no match for their opponents. No sooner was the tug-of-war contest over than it began to rain in bucketfuls. Beyond the fact that the ground was somewhat wet and slippery, everything went as smoothly as at the beginning.

8. 2.35 p.m.—120 YARDS.—(Final).
1. A. S. Kemphorne (12 2/5 sec.); 2. L. A. Olorio.
3. Major E. W. R. Stephenson. There was only one yard between the first and second men, and hardly any distance between the second and third men.

9. 2.45 p.m.—GIRLS' RACE (80 Yards, Handicap).—Post Entries. Open to Girls between the ages of 6 and 10. First and Second Prizes presented.

1. Ethel Armstrong, 2. Phyllis D'Almeida.
10. 3.00 p.m.—120 YARDS HURDLE RACE.—(To Flights).—Previous winners at Hongkong or elsewhere to be penalized 21 yards. First Prize presented by the Hon. Mr. Murray Stewart; Second Prize presented by the Dragon Cycle Co.

1. P. Linton (18 sec.); 2. L. J. Wishart, 3. A. C. Leith.
11. 3.10 p.m.—BICYCLE RACE.—Two Miles (Handicap).—Start in Saddle. First Prize presented by Mr. D. Dabjee; Second Prize presented by Messrs. Ali Ling & Co.; Third Prize presented by Mr. O. C. Moosa.

1. J. Forbes, 2. A. H. Carroll, 3. J. R. Pereira.
This was the best contested race. Forbes was put back 200 yards from the rest, according to rules of handicap. Carroll was leading from the start, and it looked dangerously certain that he would win. But at the last round, and only a few yards from the tape, Forbes dashed past the leading man, and by splendid riding and excellent staying powers came first, amid deafening cheers from the spectators. The time was 6 mins. 3 secs.

12. 3.25 p.m.—100 Yards.—(Final).
The final of this race was not run, owing to there being only eight starters. The race was finally called a contest No. 4.

13. 3.30 p.m.—TUG-OF-WAR.
The 8th Coy. R.G.A. beat the 8th Coy. R.G.A. It was a very close contest.

14. 3.45 p.m.—220 YARDS FLAT RACE (Handicap).—First Prize presented by the Staff of China Sugar Refinery; Second Prize presented by the Lusitano Football Club.

First Heat—1. F. Castro; 2. L. G. Cordeiro. (Time 24 sec.).
Second Heat—1. A. E. Combes (23 1/2 sec.); 2. L. A. Olorio.

Third Heat—1. A. S. Kemphorne (31 3/5 sec.); 2. J. R. Pereira.
The event was proceeding as we go to press.

GALLANTRY IN THE HARBOUR.

PLUCKY ATTEMPTS AT LIFE-SAVING.

Hongkong harbour has been the scene of many a gallant act. The deeds of heroism which are on record stand to the credit of many a civilian and others who go down to the sea in ships. The columns of the local Press bear eloquent testimony to the noble self-sacrificing efforts of many an individual who often place their lives at imminent peril in order to rescue those of their fellow-men who might have been placed in danger of drowning either as a result of their own suicidal tendencies or by accident. For every case of successful life-saving that is brought to public notice through the medium of the daily Press, we imagine there is an equal number that has never received prominence through the modesty of those whose best reward of gallantry is their own sense of duty performed by one fellow-man to another.

One of the most recent cases coming under the latter category came to our notice yesterday and it is our pleasure to put it on record to-day with a view of not only recording the gallantry of the plucky act but also of commending the part of the employer of the two gentlemen whose attempt at saving the life of an unknown Chinaman is, to say the least, worthy of the approbation to be expressed in some tangible form by a Company whose business it is, principally, to carry a living freight of tons of thousands of lives monthly.

From what we were able to gather the particulars of the incident are that on Friday night last about ten o'clock the s.s. *Kinshan*, of the Hongkong, Canton and Macao Steamship Co., Ltd., was about to leave her wharf for Canton a Chinese male passenger was observed to jump overboard from the second deck of the river steamer. The alarm "Man overboard" was at once raised by the large number of native passengers on board who appeared to be in a state of great excitement. By none among the big crowd was the man who had taken the fatal leap observed to rise again in the water. The Chinaman appeared to be of the better class; he was dressed in a long silk coat and was talking to a Chinese girl before taking the desperate plunge. A Filipino watchman named Tablo was some ten yards distant from the Chinaman when he was deck. He at once sprang Chief Officer J. H. Davey of the Chinaman's rash act, and as soon as he was over the side of the ship after the suicide. Mr. Davey got a life-buoy and threw it into the water in the direction where the man was seen to have jumped. Chief Officer Davey, without divesting himself of his clothes, dived after the Chinaman and swam around the side of the ship for about ten minutes without seeing any sign of the man. With the flat bottom of the *Kinshan* there was a heavy suction under her keel and it was probably due to that fact that the Chinaman never rose to the surface again. When all hopes of recovering the man had been given up ropes were thrown into the water by Mr. Davey and Tablo who were then pulled up the side of the *Kinshan* to the deck. Too much praise cannot be bestowed upon the humanity of the spontaneous action of both Mr. Davey and Tablo for plunging into the water in a pitch dark night after the rescue of the unknown Chinaman.

Following are the events with their results:—
1. 1 p.m.—LONG JUMP.—(Three tries).
Prize presented by His Excellency Sir Frederick Lugard, K.C.M.G.

1. A. C. Leith (dist. 20 ft. 4 in.); 2. F. G. Carroll (dist. 20 ft. 1 in.).
2. 1.20 p.m.—120 YARDS FLAT RACE.—(Handicap).—First Prize presented by Mr. R. Shaw; Second Prize presented by Mr. A. Denison.

First Heat—1. Major E. W. R. Stephenson, 3rd Mid. Regt.; 2. L. A. Olorio.
Second Heat—1. A. S. Kemphorne; 2. L. G. Cordeiro.
Third Heat—1. A. E. Combes; 2. J. H. Mead.

3. 1.30 p.m.—HIGH JUMP.—(Three tries).
First Prize Presented by the H.K. Corinthian Yacht Club; Second Prize Presented by Messrs. Falconer & Co.

1. P. Linton (5 ft. 3 in.); 2. A. C. Leith (5 ft. 2 in.).
4. 1.50 p.m.—100 YARDS FLAT RACE.—(Challenge Cup).—Presented by Dr. F. H. Kew. To be won three years before becoming the property of a competitor. First Prize presented by the Hon. Mr. H. Kewick; Second Prize presented by the Hongkong A.A.A.

1. F. G. Carroll (10 1/5 sec.); 2. L. H. O. Garrett.
5. 2.00 p.m.—BOYS' RACE, 100 YARDS (Handicap).—Post Entries. Open to all Boys between the ages of 6 and 10. Handicap at 100 yds. age to be stated on entry. First Prize presented by Mr. C. E. Warren; Second Prize presented.

1. Atkinson, 2. Ray, 3. Stephenson.
6. 2.10 p.m.—TEAM RACE.—(200 Yards).—(Teams of 4). Prizes presented.
1. Hongkong A.A.A. (1 min. 38 3/5 sec.); 2. Hongkong Football Club.

7. 2.20 p.m.—TUG-OF-WAR.—Open to Officers, Non-Commissioned Officers and Men of Navy, Army, Volunteers and Police. Each Ship, Regiment or Corps may enter one team only (8 men on each side). To be pulled over 15 feet. Best of three pulls. Regulation boats issued. No tugging. No spikes or nails allowed. No tugging. No holes to be dug in the ground before pulling. Prizes presented.

H.M.S. King Alfred beat H.M.S. Kent. This contest was extremely one-sided. Each pull took about 5 seconds, and the losing team was no match for their opponents. No sooner was the tug-of-war contest over than it began to rain in bucketfuls. Beyond the fact that the ground was somewhat wet and slippery, everything went as smoothly as at the beginning.

8. 2.35 p.m.—120 YARDS.—(Final).
1. A. S. Kemphorne (12 2/5 sec.); 2. L. A. Olorio.
3. Major E. W. R. Stephenson. There was only one yard between the first and second men, and hardly any distance between the second and third men.

9. 2.45 p.m.—GIRLS' RACE (80 Yards, Handicap).—Post Entries. Open to Girls between the ages of 6 and 10. First and Second Prizes presented.

1. Ethel Armstrong, 2. Phyllis D'Almeida.
10. 3.00 p.m.—120 YARDS HURDLE RACE.—(To Flights).—Previous winners at Hongkong or elsewhere to be penalized 21 yards. First Prize presented by the Hon. Mr. Murray Stewart; Second Prize presented by the Dragon Cycle Co.

1. P. Linton (18 sec.); 2. L. J. Wishart, 3. A. C. Leith.
11. 3.10 p.m.—BICYCLE RACE.—Two Miles (Handicap).—Start in Saddle. First Prize presented by Mr. D. Dabjee; Second Prize presented by Messrs. Ali Ling & Co.; Third Prize presented by Mr. O. C. Moosa.

1. J. Forbes, 2. A. H. Carroll, 3. J. R. Pereira.
This was the best contested race. Forbes was put back 200 yards from the rest, according to rules of handicap. Carroll was leading from the start, and it looked dangerously certain that he would win. But at the last round, and only a few yards from the tape, Forbes dashed past the leading man, and by splendid riding and excellent staying powers came first, amid deafening cheers from the spectators. The time was 6 mins. 3 secs.

12. 3.25 p.m.—100 Yards.—(Final).
The final of this race was not run, owing to there being only eight starters. The race was finally called a contest No. 4.

13. 3.30 p.m.—TUG-OF-WAR.
The 8th Coy. R.G.A. beat the 8th Coy. R.G.A. It was a very close contest.

14. 3.45 p.m.—220 YARDS FLAT RACE (Handicap).—First Prize presented by the Staff of China Sugar Refinery; Second Prize presented by the Lusitano Football Club.

First Heat—1. F. Castro; 2. L. G. Cordeiro. (Time 24 sec.).
Second Heat—1. A. E. Combes (23 1/2 sec.); 2. L. A. Olorio.

Third Heat—1. A. S. Kemphorne (31 3/5 sec.); 2. J. R. Pereira.
The event was proceeding as we go to press.

HONGKONG VOLUNTEER CORPS.

NEW REGULATIONS.

The Government Gazette contains the following regulations made by the Governor-in-Council, relating to the Volunteer Corps:—
1. These regulations may be cited for all purposes as the Hongkong Volunteer Regulations, 1908.
2. In these regulations unless the context otherwise requires:—
"The Corps" means the Hongkong Volunteer Corps.
"The General Officer Commanding the Troops" includes the Senior Officer for the time being commanding the Troops.
Terms which are defined in the Volunteer Ordinance, 1893, have the same meaning when used in these Regulations.
"The Commandant" includes the officer for the time being commanding the Corps.
3. The Corps shall be called "The Hongkong Volunteer Corps."

4. The Corps is raised under the Volunteer Ordinance, 1893. It is subject to the provisions of that Ordinance and of any Ordinance amending it and also to all regulations made under the authority of that Ordinance.
5. (1) The Corps shall consist of seven units and a Band as follows:—
(a) A Mounted Troop.
(b) A Heavy Artillery Company.
(c) A Light Artillery Company.
(d) An Infantry Company.
(e) A Band.

(2) The Commandant may, with the approval of the Governor, establish one or more cadet companies in connection with the Corps; any such company shall, as regards its establishment, administration and government, be subject to such regulations as the Commandant may make with the approval of the Governor.
6. The object of the Corps is to aid the regular troops in the defence of the Colony, against foreign attack and to assist the Government in the repression of local disturbances.
7. In order to ensure a military character to the Corps, it will, with the consent of the General Officer Commanding the Troops, be administered by him, under the general control of the Governor.

8. No person shall be eligible to become a member of the Corps unless he—
(1) Is a British subject;
(2) Is not less than 18 years and not more than 30 years of age; and
(3) Is physically fit for military service according to a standard for the time being fixed by the Commandant, with the approval of the Governor.

9. (1) No person shall be admitted as a member of the Corps except on the proposal of two members of the unit to which he seeks admission, and with the approval of the Commanding Officer of the unit and of the Commandant.
(2) The names of the person proposed and his proposer shall be posted at headquarters for not less than 5 days before the person proposed is admitted as a member of the Corps.
10. Every volunteer shall, on his admission as a member of the Corps or at any time afterwards, be required to take the oath or make the declaration prescribed by the Volunteer Ordinance, 1893, sign the form of enrolment set forth in the first schedule to these regulations, and shall be bound thereby.

ESTABLISHMENT OF CORPS.
11. The establishment of the staff and units of the Corps and of the Band shall be as set forth in the second schedule to the regulations.
12. Recruiting of supernumeraries for any unit will be permitted, so long as the total number fixed as the establishment of the Corps is not exceeded.
13. (1) The appointment and promotion of all members of the staff are vested in the Governor.
(2) Recommendations for the appointment and promotion of all officers of units will be submitted by the Commandant to the Governor through the General Officer Commanding the Troops.
14. Supernumerary officers may be appointed in any unit, but any such officers shall be absorbed into the establishment as soon as vacancies occur therein.
15. All appointments and promotions of members of staff and of officers be notified in the Government Gazette and shall take effect from the date of such notification or from such other date as may be mentioned therein.
16. (1) The appointment and promotion of all non-commissioned officers of units are vested in the Commandant.
(2) Recommendations for the appointment and promotion of all non-commissioned officers of units will be submitted by the commanding officers of such units to the Commandant.
(3) Promotion will be by seniority, tempered by selection in each unit, and will be subject to the obtaining of the necessary certificate of qualification for promotion.

DRILL, TRAINING AND DISCIPLINE.
17. The drill season will extend from the 1st of October to the 31st of March in each year or a similar period at such other time of the year as may be found more suitable.
18. The Commandant shall fix the time and place for parades, drills, and rifle practices.
19. (1) The annual inspection will take place at the end of the drill season. It will be held by the General Officer Commanding the Troops or by a field officer (senior in rank to that of the Commandant) appointed by him for that purpose.
(2) It shall be the duty of every member of the Corps to be present at the annual inspection, unless he is specially excused by the Commandant or furnished a medical certificate of sickness.
20. (1) A camp of instruction shall be held in each year at a place appointed by the Commandant for the training of the Corps.
(2) It shall be the duty of every member of the Corps to attend the camp of instruction for not less than three days unless he is specially excused by the Commandant or furnished a medical certificate of sickness.
21. Classes will be held at convenient times in each year for the instruction of members desirous of obtaining certificates of qualification for promotion as non-commissioned officers.
22. As prescribed by the Army Act, it will be the duty of the Commandant when he knows that any members of the Corps, when not on actual military service, are about to enter upon any service which will render them subject to military law, to provide for their being informed that they will become so subject and for their having an opportunity of abstaining from entering upon that service.

EQUIPMENT.
23. All non-commissioned officers (except rifle sergeants) and men shall be armed with rifles and bayonets.
24. The Government will supply guns, arms and appointments for the use of the Corps.
25. The uniforms of the Corps shall be as stated in the third schedule to these regulations.
26. Officers will provide and maintain their own uniforms and appointments, according to the scale laid down in the fourth schedule to these regulations.
27. Volunteers will be provided by the Corps with uniforms in accordance with the scale laid down in the third schedule to these regulations.
28. Uniform shall be worn at all parades when so ordered.

29. Under no circumstances may articles of uniform be worn with plain clothes.
30. The Government will supply practice ammunition annually for the use of the Corps.
FINANCE.
31. The Government shall pay annually to the credit of the Corps Fund, which shall be administered by the Colonial Treasurer:—
(1) A capital grant of \$45 for each member borne on the muster roll on the 1st of January, or extended between that date and the 1st of October following.
(2) An efficient grant of \$15 for each member who is certified to be efficient in the manner a d in accordance with the conditions set forth in the fifth schedule to these regulations.
(3) A proficiency grant of \$10 for each member of the ranks above and including that of Sergeant who is certified by the Commandant to be proficient.
(4) An allowance of \$2.50 per caput per diem, for camp expenses, for members attending a camp of instruction, for not less than three days, and not more than sixteen days.
(5) An allowance to cover expenses of transport of \$1.50 to be paid annually on 1st January in every year.
32. From the fund formed under Regulation 31 the Colonial Treasurer will, on presentation of claims duly authenticated by the Commandant, defray the cost of the following supplies and services:—
(1) Supply of uniform to Volunteers;
(2) Supply of practice ammunition, additional to that supplied by the Government;
(3) Payment of instructors, not on the staff of the Corps;
(4) Hire of transport for parade, camp, or other purposes;
(5) Custody, care, and repair of arms and equipment;
(6) Custody of stores;
(7) Upkeep of rifle ranges;
(8) The holding of annual camps of instruction; and
(9) All other expenses connected with the maintenance of the Corps in a state of efficiency and not otherwise specially provided for.

33. All sums received by the Commandant on behalf of the fund shall be paid by him into the Treasury.
34. (1) An allowance of not more than two-thirds of the total cost of outfit and in no case to exceed twenty pounds or its equivalent in local currency, will be paid out of the Corps fund to each officer on first appointment towards the cost of his outfit. One half of this allowance shall be paid on appointment and the other half on the gaining of a certificate of proficiency.
(2) Should an officer fail to become proficient within twelve months from appointment he shall be liable to refund all or part of the allowance made to him, at the discretion of the Commandant.
(3) Should an officer leave the Corps within two years of appointment he shall be liable to refund all or part of the allowance made to him, at the discretion of the Commandant.
35. In the event of a member for whom the capitation grant has been paid leaving the Corps, under circumstances not deemed by the Governor to be satisfactory, before the expiration of six months after such payment, the Corps will be liable to refund to the Government a proportionate part of such grant.
36. A member who causes loss to the funds of the Corps by failing to obtain in any year a certificate of efficiency, or from any other avoidable cause, will be liable to make good the same.

STORES.
37. A stock book for stores issued on payment shall be kept showing the nature and value of each article and the member of the Corps to whom it is issued.
38. For every receipt and issue of stores there shall be a voucher. An order book for all stores required shall be kept and on receipt of the stores entry shall be made in the stock book. The receipt vouchers shall consist of the counterfoil of the order book, invoices from the Crown Agent, or other firms and vouchers which supply stores. Issue vouchers shall consist of receipts signed by the members of the Corps to whom the stores are issued on an issue book with pages numbered consecutively. The issue book shall be checked by the Commandant and each signature authenticated by his initials.
39. In every case the folio of the stock book shall be inserted on the voucher and the entries made on the day of issue.
40. All stores ordered from England must be obtained in the usual manner through the Crown Agents for the Colonies.
41. The Government will provide and maintain suitable headquarters for the use of the Corps.
42. The Commandant may, with the approval of the Governor, make regulations for the government of the Band.
43. The staff officer shall also perform the duties of quartermaster.
44. The Corps Sergeant-Major shall also perform the duties of Quartermaster Sergeant.
45. The Commandant may, with the approval of the Governor, make regulations for the management of the Regimental Institute.
46. (1) The following books shall be kept by the Staff Officer:—
(a) Muster Roll;
(b) Roll of members of the reserve;
(c) Record of attendance at parades, drills, gun, rifle, and revolver practices;
(d) Account of receipts and expenditure;
(e) Stock book for stores; and
(f) Order book for stores.
(2) Periodical returns and reports shall be rendered by the Commandant as set forth in the Sixth Schedule to these Regulations.
47. The Hongkong Volunteer Corps Regulations 1902 are hereby revoked.
C. CLEMENTI,
Clerk of Council

15th April, 1908.
HONGKONG GOLF CLUB.
The quarterly meeting of the Royal Hongkong Golf Club was held at Happy Valley between April 18th and April 20th when the MacEwen and Johnston Cups were played for. The following Cards were returned:—
MACEWEN CUP.
C. P. Chier 80-5 83
O. T. Beath 85-5 84
W. D. Kemp 80-5 84
30 entries.
JOHNSTONE CUP.
R. O. Hutchinson (over 1) 2 down
C. T. Beath (rec. 4) 3 down
W. D. Kemp (rec. 4) 3 down
C. P. Chier (rec. 4) 3 down
H. Greig (rec. 14) 7 down
38 entries.
POOL.
R. O. Hutchinson 7-1 1 80
D. Kemp 7-1 1 80
C. T. Beath 8-1 1 80
C. P. Chier 8-1 1 80
W. D. Kemp 8-1 1 80
38 entries.
Winners of MacEwen Cup and Johnston Cup.

Minutes of a meeting of the Council, held at the Board Room, on the 7th April, 1908.
Present:—Messrs. W. H. Wallace (Chairman), C. A. V. Bowra, Huang Tsan-chew, W. Kruse, the Health Officer and the Secretary.
The minutes of the last meeting were read and confirmed.
An application from the Committee of the Temple was read, for permission to hold a religious procession from 11 a.m. to 5 p.m. on the 12th inst., which was granted, provided no fire arms were carried. Sanction was also given for a festival to be held at the Temple up to 12 midnight on the 11th inst.
The Superintendent of Police reported the following cases had been dealt with at the M'Kinnon Court since the last meeting:—Summons: Debt 3, Breach of Municipal Regulations 1, Assault 2, Using threats 2, Summary Arrests: Committing a nuisance 1, Breach of Municipal Regulations 1, Assault 1, Breach of Prison regulations 1, Illegally removing property 3, Being abroad after 11 midnight without a light 1.
(Signed) W. H. WALLACE,
Chairman.
By order,
C. BARKLEY MITCHELL,
Secretary.

A COSTLY JAMBORRE.
FIVE CHARGES THE RESULT OF AN AFTERNOON'S OUTING.
A soldier belonging to the Royal Garrison Artillery, stationed at Lyceum, created some disturbance at the Belle View Hotel on Saturday afternoon. He was in the Police Court this morning, to answer five charges, as follows: drunk and disorderly at the Belle View Hotel, assaulting the watchman, resisting the police and damaging a uniform to the extent of one dollar, refusing to pay his train fare, and defying the charges in *alto*. On Saturday afternoon defendant went to the Belle View Hotel and called for a drink. The manager gave orders to the "boy" not to serve him as he had had sufficient already. The defendant got very angry and made a good deal of noise, it was said. The watchman was then called to put him out, but fled after a couple of knocks. Defendant next boarded a tramcar to return to barracks. Whether he had any money on him or not is not known, but he refused to pay his fare when approached. When pressed the second time he struck the conductor. Such was the story of the case as related by Inspector Robertson, of Shau-ki-wan Police Station. The magistrate (Mr. Kemp) found the accused guilty on all counts and fined him—the total sum amounting to \$10.25, with the usual alternative.

LICENCE REFUSED.
The much adjourned application of Charles Ernest Clifford for the transfer to him from Thomas Bernard Maguire of the publican's licence to sell by retail intoxicating liquors on the premises No. 2, Pak Shui Wan, was considered by the Justice of the Peace at the Magistrate's Court this afternoon. Mr. J. H. Kemp (first magistrate) presided. O'Brien (prosecutor), Mr. J. R. Kemp (second magistrate), Mr. J

The Late Mr. Rennie.

THE WIDOW'S PATHETIC NARRATIVE.

SUICIDE WHILE OF UNSOUND MIND.

The much-looked-forward-to and much-discussed inquiry into the death of Mr. A. H. Rennie, the late general manager of the Hongkong Milling Company, Ltd., which took place in the harbour on the afternoon of the 14th instant, was opened at the Magistracy this afternoon.

Mr. J. H. Kemp presided as Coroner. The jurymen empanelled were:—Messrs. J. C. Gow, J. H. Selh and T. Hunter.

Mr. G. C. Master, of Messrs. Johnson, Stokes and Master, solicitors, appeared on behalf of Mrs. Rennie. Inspector Langley, of the Water Police Station, was present on behalf of the police authorities. There was a number of interested spectators present.

THE DOCTOR'S EVIDENCE.

Dr. Charles M. Healey, officer in charge of the public mortuary, spoke as to examining the body. On the 15th April, he said, he examined the body of a European man, aged about 50, who was identified to him by Mr. Chard as the body of Mr. Rennie. Cause of death, in witness's opinion, was due to drowning. He held a post-mortem examination and found a small graze under the chin, which could have been caused by anything, such as a piece of rope. There was the appearance of a slight injury over the nose. There were no other injuries either internal or external to be found. No disease was apparent. There was an abnormal amount of fluid in the lungs and a considerable avidity of the body, both suggesting drowning.

The Coroner—Any signs of poisoning? Witness—I did not send the stomach to the Government Analyst, but I saw nothing to suggest poisoning.

THE COXSAIN'S STORY.

To Tai, the coxswain of the steam launch *Canada*, was next called to the stand. He stated that on the 14th instant he was in charge of the *Canada*. On that day he took his master—Mr. Rennie—out. The *Canada* left Blake pier at about three o'clock. Soon after leaving witness put the launch full speed ahead, but deceased ordered half speed. Witness next saw deceased waving his handkerchief in the direction of his house at the Peak. After about two minutes' waving, deceased called for some rope. This was about four minutes after he had started. Witness gave him the rope and deceased repaired to his cabin, calling his "boy" with him. There he remained for a while, but later returned to the deck. He paced up and down for a time whilst. When Quarry Bay was reached he called for tea. Just before entering the Lyceum Pass they passed a Military launch and deceased ordered witness to dip his flag. He again returned to the cabin. As they were entering the Pass witness saw deceased leave the cabin with a black tin box tied round his neck, and jumped into the sea. The assistant coxswain went to his rescue. Witness put his launch astern, at the same time calling out to the seamen to throw a life buoy. The second coxswain swam up to the deceased and offered him a life buoy, but it was refused. The second coxswain then seized him by the clothes, but he was kicked away. By this time the launch had come alongside, and after about five minutes' labouring, they got the body aboard.

The Coroner—Was he floating all the time? Witness—Yes.

Was he supported by anything?—No. My assistant swam to his side, but about two minutes after he had touched the water I never saw him move.

How was it he did not sink?—I don't know why he was floating. I think it was on account of his clothes.

What became of the box?—That was also floating.

When you picked up your master did you pick up the box at the same time?—Yes.

Was the box still attached to his body?—No. It fell from him after he struck the water.

What did you do after you got your master aboard?—I steamed to Hongkong full speed. On the way I moved his arms and rubbed his stomach. He vomited.

Did he move when he was on board?—No, not at all.

On the way back you blew your whistle to attract attention?—Yes, to get assistance.

And eventually you met the police pinnace?—Yes, I blew four blasts.

Was your master conscious at all after you got him on board?—No. He never moved.

THE STORY OF HIS RESCUE.

To Yau, the assistant coxswain, next took the stand and told how he attempted to rescue his master from drowning. He remembered the 14th instant. On the afternoon of that day witness was on board the *Canada*. He then corroborated the first witness's evidence up to the time deceased jumped into the water.

"I saw him jump into the sea," said the witness, "immediately followed him, and seized a life-buoy which was thrown after me. I swam up to him and offered him the life-buoy, but he would not take it. I then said, 'Master, hold this.' He refused, saying, 'No.' I next seized him by the coat, but he kicked me away. He did not move after that. The steam-launch came up then and I, with the assistance of others, got him aboard."

An attempt to resuscitate the deceased gentleman followed, but with no result. The signal was then blown, and the flag lowered. The police launch answered the call.

The Coroner—After you got your master on board did he move? Witness—No.

Was he conscious?—No.

Did you see the black tin box?—Yes.

Where was it?—I saw it when Mr. Rennie left his cabin. He was carrying it in his hands. What became of it?—I picked it up from the water.

THE BOY'S NARRATIVE.

Sip Ngai, formerly Mr. Rennie's "boy," was next examined. He said he went out with him on the launch on the afternoon of the 14th instant. Witness, soon after the launch left, was called into the cabin and Mr. Rennie asked for a bottle of soda water. Then Mr. Rennie wept, and said to witness: "I am very sorry for the office business."

He said he was very sorry to see Mr. Rennie go. He said he was very sorry to see Mr. Rennie go. He said he was very sorry to see Mr. Rennie go.

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THE SANITARY BOARD.

FORTNIGHTLY MEETING.

Members of the Sanitary Board met in the Board Room last Tuesday afternoon. The following business occupied their attention. The Hon. Principal Civil Medical Officer was in the chair.

The following letter was received by the Secretary of the Sanitary Board, from the Colonial Veterinary Surgeon, reporting the end of rinderpest at the Dairy Farm cowshed. The letter reads:—I have the honour to report that the outbreak of rinderpest at the Dairy Farm Company's premises has come to an end.

The net result has been that out of 183 in contact cattle 68 have died. The 68 deaths are made up of 29 cows, 16 heifers, and 23 calves. Of the total in contact cattle 15 were immune, owing to having had the disease in former epidemics. This gives 163 susceptible cattle with mortality of 40.4%.

The treatment was on the usual lines of anti-rinderpest serum treatment. Cows recovered from former outbreaks were taken and inoculated with virulent blood from sick cows. They gave a temperature reaction but did not develop the disease. When the reaction subsided, a further dose of virulent blood was given, until no reaction could be obtained. The serum from these cows was given to sick cows. At the beginning of the outbreak, the serum was naturally less potent than towards the end and the death rate was higher. It was also the means of conveying pyroplasmiasis to the sick cattle. This combined with abortion gave a heavy death rate at the beginning.

As the serum became more potent and the results more satisfactory it was decided to place calves in contact with the diseased cattle, when thus contracted it naturally immune serum was given. The first experimental lot of five had one death, then seventeen were tried with no deaths, until all the calves of suitable age had been treated. When it was decided to treat the calves in this manner the only obstacle was raw water. This was got rid of by twice freezing the serum and then thawing it, the organism being apparently unable to resist this while the "anti" qualities of the serum seemed unaltered. The freezing of the serum was the result of a suggestion from Dr. Healey, of the Bacteriological Department.

(Sd.), A. W. GIBSON, C. V. S.

22nd April.

PUBLIC HEALTH ORDINANCE.

The report of the architects on the proposed Public Health and Buildings Amendment Ordinance was submitted. The report, which is dated March 31, and is signed by Messrs. Leung Chak Chau, Fung Fuk Tin and Lam Shan Ting—of the Kwong Sang Firm, who were charged, at the instance of Messrs. Lanman and Kemp, of New York, with infringing their Florida water trade-marks, (2) selling Florida water with a false trade-mark, and (3) with applying a false trade description to the bottles, was continued at the Criminal Sessions this morning, before the Chief Justice—Sir Francis Jiggott.

Mr. M. W. Shide, instructed by Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the prosecution. Sir Henry Berkeley, K.C., instructed by Mr. H. K. Holmes, was retained for the defence. Mr. W. Rees Davies, Attorney-General, watched the case for the Crown.

The jurymen empanelled were:—Messrs. W. C. Logan (foreman), F. G. Chunnott, H. J. Stephens, Geo. Hunter, E. B. Raymond, John Lemm and R. Pestonji.

On Friday last the case for the defence was closed, and this morning Sir Henry began his final address to the jury, the gist of his argument having already been published in a previous issue. He had not finished his address at the hour we went to press.

VERDICT FOR THE DEFENDANTS.

A verdict of "Not guilty" was returned by the jury late yesterday afternoon in the case in which the three merchants—Leung Chak Chau, Fung Fuk Tin and Lam Shan Ting—of the Kwong Sang Firm, who were charged, at the instance of Messrs. Lanman and Kemp, of New York, with infringing their Florida water trade-marks, (2) selling Florida water with a false trade-mark, and (3) with applying a false trade description to the bottles.

Mr. M. W. Shide, instructed by Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the prosecution. Sir Henry Berkeley, K.C., instructed by Mr. H. K. Holmes, was retained for the defence. Mr. W. Rees Davies, Attorney-General, watched the case for the Crown.

The jurymen empanelled were:—Messrs. W. C. Logan (foreman), F. G. Chunnott, H. J. Stephens, Geo. Hunter, E. B. Raymond, John Lemm and R. Pestonji.

Counsel's address to the jury concluded at about four o'clock. The Chief Justice (Sir Francis Jiggott) then summed up as follows: He said that there was no suggestion that the plaintiffs claimed the exclusive right to the words "Florida water." Florida water, he said, in the familiar Florida water bottles was common property. Furthermore he was disposed to say that floral designs were also common property with regard to Florida water labels—the whole idea being to convey that the scent came from the extract of flowers. What the jury had to decide, however, was whether the two labels resembled each other. That question they were to decide as "reasonable men."

With regard to the words "Florida water" on the labels the Chief Justice stated that type was absolutely identical, and its position identical on both labels. There had been a deal of talk about the "careless customer," and the "reasonable man, and the clever man." The jury were to consider whether one of themselves, or one of their household, would be likely to be deceived by the labels—not the careful dealer, but the ordinary, average customer. He had certain questions to put to them—questions which the jury would have to consider before they could enter their verdict.

Sir Henry said he thought it was a question for a verdict—guilty or not guilty.

The Chief Justice—It is absolutely essential.

Sir Henry observed that a verdict from the Court was not wanted, but from the jury. If they (the jury) thought that a man could be deceived by the two labels on the defendant's labels then the defendants were guilty.

His Lordship—I don't think that would be quite fair to your clients.

Sir Henry—You cannot make a jury return a special verdict.

His Lordship—I think the questions ought to be put to the jury.

Sir Henry—You cannot make them answer them.

His Lordship—That is so. I shall put these questions to the jury, which, as Sir Henry says, I cannot insist upon your answering.

The questions for the consideration of the jury were whether the trade mark used by the defendants so closely resembled that of the plaintiffs as to be calculated to deceive and as to whether the trade description being false they had taken every reasonable precaution and that there was no intention to defraud on the part of the defendants.

This concluded the Chief Justice's address, and the jury retired to consider their verdict. They were away for about twelve minutes, returning to the box the foreman announced that they had found the defendants not guilty by a majority of 6-1.

Sir Henry Berkeley, I ask your Lordship to exercise your power in awarding costs against the prosecution.

His Lordship—I think it is the biggest fraud I ever came across in this Colony. I shall certainly not award costs.

The foreman then said the jury were not satisfied with the verdict.

RAISING A ROOF.

Permission to raise the roof of No. 32, D'Almeida Street, to the level of the roof of the two adjoining houses, was applied for by Messrs. Palmer and Turner. The application was as follows:—

Hongkong, 6th April.

is defective in places. He wishes to raise it to the level of the roof of the two adjoining houses instead of renewing it at the existing low level, and we beg to request that the Board will recommend an exemption from the provisions of the Ordinance to allow this to be done in the manner shown on the enclosed plan.

Three houses, of which No. 32 is the middle one, were originally erected three stories in height; subsequently No. 32 was raised to provide a fourth story 8 ft. 6 in. in height, and later the two side houses—Nos. 30 and 34—were raised but to a greater height, viz. 11 ft. 6 in., so that looked at from the front the skyline has a small dip in the centre.

Whether this dip be filled up or retained can make little or no difference to the light and air of the adjoining houses, or houses on the opposite side of the street, while the benefit to the house (No. 32) will be enormous in the light and airy floor will be obtained instead of the very low room now existing. The house is owned and occupied by respectable Chinese and the raising of the roof will not mean its occupation by more persons than at present residing there, but will render it lighter and more salubrious.

Dr. Pearce minutely—The proposed additional height will not make any appreciable difference to the lighting of the opposite houses. It will make a difference to the lighting of the room on the second floor at the rear of the yard, but this room has at present no external air and may not be used for habitation even if the definition of external air in the Bill to amend Ordinance of 1903 becomes law.

The Director of Public Works—This is rather a case in which the height of the building should be diminished. Its height is already considerably in excess of one and a half times the width of the street.

THE RAT PLAGUE.

RESULT OF EXPERIMENTS WITH "RATIN."

Some time ago we referred to the value of "Ratin" as an agent for the extermination of rats, and the matter was brought up at the Legislative Council by His Excellency the Governor, when considering the question of limiting the ravages of plague by the extermination of the rat pest, which is regarded as responsible for the dissemination of the disease. We have received the following communication which explains itself on this subject:—

RATIN BACTERIOLOGICAL LABORATORY, 17, Gracechurch Street, London, E.C. 4, March 28th, 1908.

Dear Sir,—I have pleasure in sending you herewith a report received recently from the Medical Officer of Health of Khargpur. This report was issued at the instance of the Bengal Nagpur Railway, who had a supply of Ratin No. 2 sent to them and you will see that it now definitely proved that Ratin No. 2 will retain its strength for at least six months and we are extending the time limit to this, instead of three months.

I shall be glad if you can find space for any part of this report and I am sure you will confer a great boon on many of your readers who are keenly alive to the necessity of exterminating the vermin, and here at any rate you have a remedy which can be shipped to the utmost parts of the world and which will spread the disease among the vermin and thereby enable everyone to properly exterminate the rats without danger to animals or human beings.

Ratin is not a poison, as is stated in the report.—Yours faithfully,

For the Ratin Laboratory, G. OTTUM, Manager.

The report in question is in the following terms:—

I have made a careful test of the poison for rats named "Ratin" that you sent me. I used one tin at a time and made up the contents into boluses as directed by the patentee. I give you a list of the results obtained on each day. You will see by this that the amount of "Ratin" eaten was a small proportion of that laid down, one-fourth on an average, due I think to the fact that the test was carried out in the rain, when it is very damp, and as the boluses got sodden they were not touched, and also to the fact that the rats were not hungry; the boluses being chiefly placed in the market and the goods shed, where rats were most abundant and where they could get ample food. I experimented with six rats which I caught and fed with "Ratin" and they all died within 74 hours, some in 22 hours—so that there was no doubt about the efficiency of the poison. The point claimed by the patentee, that the rats which eat the poison carry it to others, was I think also proved, as about a fortnight after the poison was laid down in the goods shed, sick rats were seen to come out of their holes and die in the quarters contiguous to the shed and also to the market where the poison was laid down. On making inquiries among the shopkeepers in the market and at the goods shed, I find that the people have found a decrease among the number of rats since the poison was laid down. But it is a very difficult matter to prove this, as you will see by the statistics supplied; comparatively few dead rats were found about the place but of course a number may have died out in the fields or in their holes. I don't think the test was a very fair one as it was tried three months later than it ought to have been done. It is said on the tin that the "Ratin" would be effective up to the end of April and I did not get the "Ratin" till July.

A number of opinions as to the "Ratin" does what it is said to be capable of doing—viz., kills rats and causes an epidemic among them, and I think it would be a good plan to try it again. I did not try it in private houses as I was afraid that children would eat it, the smell being rather sweet and the poison, having the appearance of native sweetmeats, I would recommend that the "Ratin" be brought and tried during the cold and hot weather as I have no doubt it will act much better.

Yours truly, (Sd.) V. ST. JOHN CROLEY, Medical Officer, Khargpur.

TRANSPORT "DOFFERIN."

DEPARTURE FROM HONGKONG.

The undermentioned details left the command on 25th ultimo per R.M.S. *Dofferin* for SINGAPORE.

4 Qs. H.K.S. Bn. R.G.A.—Captain G. Badham, Thornhill; Lieutenant D. Percival; Subadar Pir Dur, wife and 4 children; 3 British non-commissioned officers; 1 woman; 1 child; 65 Native other ranks; 2 women; 7 children; 3 followers. Indulgences:—1 Indian tailor, 3rd Middlesex Regiment.

FOR KARACHI:—R.N.S. Bn. R.G.A.—Lieutenant R. de W. Waller (Indulgence); 1st class hospital assistant; 1st class cook; 22 Native other ranks; 1 woman; 1 child; 2 followers (Indulgences).

Advance Party from North China (Indulgence):—1st class hospital assistant; 1st class cook; 22 Native other ranks; 1 woman; 1 child; 2 followers (Indulgences).

Supply and transport corps; 174 drivers, supply and transport corps; 174 drivers, supply and transport corps.

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Junk Bay Mills.

SIR PAUL CHATER AND MR. MODY'S POSITION.

DEFINED BY THEIR SOLICITORS.

We have received the following letter from Messrs. Deacon, Looker and Deacon for publication:

Sir—With reference to your report of the inquest attending the death of the late Mr. Rennie, whilst we are very loath to address you on this unhappy subject we feel that, in justice to our names, Sir Paul Chater and Mr. Mody, we ought to set out the facts in the following statement of the actual facts in connection with certain of the matters referred to in such report.

It is reported that a few days after the general meeting of the Hongkong Milling Company, Ltd., a change became apparent in Mr. Rennie, who complained of business worries and alleged that those who could help him would not do so. With regard to this, reference should be made to the statements of Mr. Rennie on the 7th ultimo on the occasion of his presiding at the annual general meeting of the Milling Company, from which it will be seen that he stated that "the outlook for the current year is more promising, the demand for our product continues so strong that we have difficulty in keeping pace with it." I am glad to say that everything is going smoothly at the Mills, and a profit of \$101,267.76 in the first eleven months of our working proves that we have established the business on a sound basis and I confidently believe that at our next meeting we will be in a position to propose a handsome distribution of profits. Such statements would certainly not convey to the ordinary mind that there was any cause for worry over, or anything substantially wrong with, the affairs of the Company and our clients had in fact no reason whatever to suppose, or any intimation whatever from Mr. Rennie, that matters were running otherwise than most favourably in connection with the concern.

It is further reported that evidence was given to the effect that Mr. Rennie was asked why he did not tell our clients of any intimation he had and replied that he had done so but that it was no good. With regard to this, what we have written above is in point, but we should add, it was not until the 11th instant (three days before Mr. Rennie's death) that our clients had the slightest suspicion that all was not well in connection with the affairs of the Mill; on that date, at a Board meeting of the Company, Mr. Rennie, in accordance with the requirements of the Articles of Association, intimated that he desired to have a meeting of the shareholders of the Company convened for the purpose of obtaining authority from them to change the Company's property in favour of their Bankers and he then put before our clients, as directors, a statement, which is now in our hands, shewing a loss, as estimated by him, of \$41,000 odd upon the milling and sale of the wheat then in the Company's godowns, which statement Mr. Rennie then informed our clients he purposed placing before the Company's Bankers. This was absolutely the first intimation our clients received from Mr. Rennie that the affairs of the Company were not proceeding favourably, but as the statement shewed a loss of only one-fourth of the profits that Mr. Rennie had stated at the annual general meeting had been already made by the Company, our clients naturally did not view matters in too serious or too unfavourable a light and, having the most complete confidence in Mr. Rennie, they accepted such statement as accurate in every respect, though it has since been ascertained that the Company's Bankers proved it to be otherwise.

At the same time Mr. Rennie mentioned to our clients that there was a purchase of wheat which he had made for June shipment, which he had asked the Company's Bankers to finance, but which they were unwilling to do unless our clients personally guaranteed the transaction, which amounted to some \$500,000, the latter did not then refuse to do this, but took the matter into consideration. On the morning of the 14th instant, Mr. Rennie rang up Sir Paul Chater on the telephone, stating that he was in trouble and desired to see Sir Paul, who, in reply, arranged to see Mr. Rennie at his office that morning. Mr. Rennie accordingly did so. Mr. Rennie then informed Sir Paul Chater that there was trouble with regard to the June shipment above mentioned, that he had been notified that the steamer in connection therewith had been chartered and that accordingly the necessary credit must be sent, and reiterated that if our clients would guarantee same it could be arranged through the Company's Bankers; Sir Paul Chater then suggested to Mr. Rennie that it would be best, in order to cut the then apparent loss on the shipment as much as possible, for Mr. Rennie to telegraph to cancel the contract and re-telegraph to ship, which Mr. Rennie then concurred in doing and, in Sir Paul's presence, wrote out a telegram for that purpose and handed it to Mr. Chard to despatch.

It is also reported that Mrs. Rennie had been served with a writ for \$30,000 with regard to this, in February last, prior to the annual general meeting and when the accounts had been audited and a skeleton statement in connection therewith got out, Mr. Rennie saw our clients and intimated to them the disposition of the then estimated balance of some \$350,000 thereby appearing. Sir Paul Chater expressed the view that this balance should be appropriated by declaring a dividend to the shareholders, in view of the fact that three years had elapsed since the incorporation of the Company; Mr. Rennie was reluctant to accept this suggestion and stated that the Company needed the money in its business and that their Bankers preferred such a course, whereupon Sir Paul Chater said that, as Mr. Rennie proposed to give no dividend to the shareholders, in accordance with the not unusual practice to forego at least a portion of his commission on the Company's workings for the then past year (which was then had been no working and consequently no commission earned) amounting to \$60,000 and Mr. Rennie agreed to halt such commission, thus receiving the sum of \$30,000 in this connection. Mr. Rennie then informed our clients that he desired to obtain an advance to himself of a sum of \$30,000, which Mr. Mody promptly volunteered and which, a few days later, he did in fact lend, receiving in return a promissory note therefor, which promissory note fell due on the 1st ultimo, but, having the fullest confidence in Mr. Rennie and his position, Mr. Mody did not then present the note for payment, but left it to Mr. Rennie to discharge as and when he saw fit. After Mr. Rennie's death our clients learnt for the first time that he had effected considerable dealings with his holdings in the Milling Company endangering considerable claims on his estate and Mr. Mody saw us in connection with the above mentioned loan, informing us the details just referred to and placing in our hands, on our advice, proceedings were instituted against the deceased's estate, with the view of endeavouring to assure Mr. Mody, priority for his claim in respect of the loan referred to.

over the claims of other creditors of the deceased in respect of his said dealings. These proceedings were not instituted on the same day as, but on the day following Mr. Rennie's death, and Mrs. Rennie was not served with the writ of summons, nor was it ever in contemplation to do so, and in fact service was effected by us on her then solicitors two days after Mr. Rennie's death.

Finally, there is reported a suggestion to the effect that our clients have succeeded in obtaining possession of the Mills; with regard to this, the true facts are that after Mr. Rennie's death the affairs of the Company were found to be so involved and disastrous that our clients, as the only remaining directors in the Colony, were advised and decided that, in the best interests of the shareholders, the only proper course was to apply to the Court for a winding-up order and the appointment of a liquidator, which was accordingly done. This liquidator is now in possession of the property of the Company on its behalf, but it is more than probable that the realisation of such property will be insufficient to pay the Company's creditors and consequently leave nothing for the shareholders, of whom our clients hold two-thirds of the whole capital and accordingly are by far the greatest losers from the confidence placed in Mr. Rennie and the state in which his death left the affairs of the Company.

"Thanking you in anticipation of the insertion of this,

We are,
Yours obediently,
DEACON, LOOKER & DEACON.
Hongkong, 30th April, 1906.

N. D. LLOYD.

THE ANNUAL REPORT.

The Norddeutscher-Lloyd is the last of the great German steamship lines to present its annual report. From a dividend point of view it is worse than that of the Hamburg-American Company, for the distribution is at the rate of 44 per cent., compared with 81 per cent. for 1905. The causes assigned are those with which we are getting pretty familiar. Rate wars, the American financial crisis, arrest of emigrant traffic, strikes, and dear coal—these all find mention as contributing to bring about a disappointing year. More business has been done, both in passengers and freight, but the profit has been less. For this reason, among others, the directors of the Norddeutscher-Lloyd welcome the agreements recently entered into with competing companies as ensuring a tranquil and profitable development of business during the current year. The four years' agreement with the Hamburg-American Line is referred to as foreshadowing "the profitable co-operation of both companies."

In the trade with the Far East the Hamburg-American Line has, the report says, "renounced the passenger service for a number of years." Henceforth the Norddeutscher-Lloyd has "only to contend with the competition of the foreign steamers." It was by the way, in connection with its East Asiatic Imperial Mail Line that the Norddeutscher Company recently arranged a call at Algiers. The experiment is now described as a very fortunate one. A constantly increasing passenger movement between Algiers, Southampton and Genoa is reported. In general, the company's Mediterranean business is returned as favourable, but it is admitted that the Heliopolis and the Cairo, new turbine boats of the Egyptian Mail Steamship Company, offer strong competition in passenger traffic between Marseilles and Alexandria. Complaint is made of the competition of the Japanese lines, which are described as supported by "a big State subsidy," but this has apparently not prevented the Norddeutscher-Lloyd from making arrangements for the Nippon Company to go out of the Bangkok-Hongkong trade.

The catering arrangements on Atlantic liners form a subject of perennial interest. It is desirable, therefore, to note the fact that the first-class restaurant service, with dinners à la carte at small tables, which was established by the Norddeutscher-Lloyd on its new Atlantic express steamer Kronprinzessin Cecilie, has met with such approval that the system is to be introduced on the company's three other express boats. As regards submarine bell signalling, "the remarkably successful experiences of our captains" have led the company to order receiving apparatus for additional ships. "Since the new lightspeed at Nordenfjær has been provided with a submarine bell, our vessels are," says the report, "in a position to receive these signals from all the lightspeeds from the mouth of the Weser to the English Channel, and thus to ascertain their position in foggy weather."

In the work of exploration it would seem that even a steamship company can nowadays take a hand. Not content with circumnavigating the globe 2-3 times in a single year, with owning coal mines, and participating in dock, steamship, and machinery companies, the Norddeutscher-Lloyd is now hunting after phosphates. "The great importance which the further economic development of the South Sea territory possesses for our lines working there has caused us in the past year," says the company's report, "in connection with friendly firms, to send an expedition for investigating the mineral wealth of the island territories. The outcome of this expedition is the discovery of rich phosphate deposits on different islands, for the exploration of which we have, in common with the participating firms, secured the necessary concession from the Imperial Government. The movement of commodities within the Bismarck Archipelago, which is carried on by our steamers Sumatra and Longoeke to the depot created by us at Simpsonhafen, is going on—slowly but steadily." The only drawback appears to be the lack of a cable connecting Simpsonhafen with the outside world.

A TROUBLESOME EUROPEAN.

HIS BEHAVIOUR OUTSIDE A POLICE STATION.

A European, who is believed to be a Custom house officer, giving the name of C. W. Body, a passenger by the steamer Wing Sang, had a little experience last night, which he will not forget for long. It appears that during the small hours of this morning he made his way into the charge-room of the Central Police Station and informed the Sergeant on duty that he wanted to make a complaint.

"Well, what is it?" asked the "sergeant."

"I want to see the inspector," he stated.

"The inspector has just been relieved. I am on duty," proceeded the Sergeant.

"I must see the inspector. I want to see him—and I will," he shouted.

Seeing that the man was in an obstreperous mood, the Sergeant advised him to leave, "or you'll get into a great deal of trouble."

At first he refused point blank, but as his wish was not going to be fulfilled, he took his departure. Arriving outside the charge-room he discharged a fusillade of epithets at the Sergeant, until finally his behaviour was such that the officer was forced to arrest him. When searched the supposed Custom house man was found to have in his possession about £110 in sterling, besides other valuables. This morning, looking very penitent, he was taken to the Police Court and charged with disorderly behaviour. He was discharged with a caution.

The Amending Bill.

PROPERTY OWNERS' RECOMMENDATIONS.

ADOPTED BY GOVERNMENT IN PART.

Another meeting of the Committee of the Chinese Commercial Union was held this afternoon to consider the Public Health and Buildings Ordinance Amending Bill. At the meeting a letter was read from the Hon. Dr. Ho Kai, transmitting notes of the proceedings at meetings held of the architects, on behalf of the European and Chinese property owners, and Government officials. From these notes it is learnt that most of the recommendations, if the direction of amendments to the various clauses in the draft Bill, had been adopted by the Government. The conferences will thus have the effect of paving the way to the passage of the Bill through the Legislative Council which will consider the second reading of the Bill to-morrow.

ARCHITECTS' CRITICISMS.

CHINESE PROPERTY OWNERS' CASE.

Messrs. Denison, Ram & Gibbs, who were engaged by the Chinese property owners to consider the technical points of the new Public Health Amending Bill, have submitted their report. It is dated 11th April, 1906, and its contents follow:—

TO THE CHINESE PROPERTY OWNERS OF HONGKONG.

Gentlemen,—We have carefully considered the several clauses of the proposed amendments of the Public Health and Buildings Ordinances of 1903 and send you herewith our report. It is dated 11th April, 1906, and its contents follow:—

In cases where the amendments are merely additional words or alterations in wording to the original clauses, we have not made any remarks, nor have we reported on any clauses which we consider do not adversely affect the interests of property owners or their tenants.

We observe that nothing has been done to modify section 175 of the Principal Ordinance. In cases where there is a public or private street at the back of a domestic building we do not see any need for providing the building with a back yard or a courtyard. The object of the section is to provide light and ventilation to the backs of houses, and it is surely better to have light and air from a continuous space like a street than from an enclosed space eight or nine feet square surrounded by buildings forty feet or so high.

We quite see the object of the open spaces in the backs of buildings where the backs of the houses have no means of light or ventilation and the kitchens open directly into the main rooms and have no windows, but in cases where there is a street either at the back or side we consider it quite unnecessary. We therefore suggest that the following clause be added to section 175:—"Provided that this section shall not apply to any domestic building which is bounded on the back or side by a street and is provided with a window or windows at the back or side," or words to that effect.

We also suggest that the following should be added to section 6, sub-section 2: after the words "for special uses," the words "or for the housing of the working classes." The following are our notes and suggestions on the amendments, and we are presuming that you are in possession of a copy of the Amending Ordinance.

2.—Section 6, sub-section 26.
We are of opinion that it should be provided that in houses facing existing lanes of more than 8 feet and less than 13 feet in width, the width of such lane shall be deemed sufficient.

2.—Section 6, sub-section 39.
The definition of a new building is sufficiently stringent, but it is provided that the greater part of two walls should measure more than half of each of two walls and not more than half of two walls combined, as in many cases the demolition of one wall could be considered greater than the half of the same wall and a smaller one combined, although nothing might be done to the other wall.

2.—Section 6, sub-section 45.
The definition of a party wall may be a suitable one for Cardiff or many towns in England, but we consider a better definition would be:—"A wall forming part of a building and used for the separation of such building from an adjoining building belonging to or likely to belong to a different owner and forming part also of such adjoining building, or built for the manifest purpose of belonging to such an adjoining building to be hereafter erected."

3.—Section 6, sub-section 60a.
By the wording of this section the whole wall would have to be made of glass, as a wood or iron sash frame is opaque. The word whole should be left out. Instead "glazed portion" might be inserted.

4.—Section 8.
If the President has any special powers over and above any other member he should be elected annually by the members.

11.—Section 46.
We suggest that the words—"Provided that this section shall not apply to maddies, or other temporary structures provided for housing workmen during the progress of works," should be added to this section.

18.—Section 101.
The parts of the Ordinance referring to thickness of walls should be reconsidered. Under the existing Ordinance of two walls of the same height a thinner one may be constructed on the top of another wall than may be built on the solid ground. For instance a 30 feet wall built on the top of a 25 feet wall may be 14 inches thick, whereas if it is built on the ground the lower part must be 18 inches thick.

21.—Section 103a.
The words "In cement mortar" in the second line should be omitted, as it does not agree with the latter part of section 103.

24.—Section 107.
Openings in brick walls built in lime mortar should not be required to be filled up with brick or stone in cement mortar. If the wall with openings is strong enough it is surely quite as strong with the openings filled up with new brickwork of the same description as the old. Moreover, should it be necessary at a future time to take away the filling, it could be done, if in lime mortar, without injury to the walls, but scarcely so if built up with cement mortar.

25.—Section 111.
It should not be left to the discretion of any one to say what is good cement concrete. The proportions should be stated, say 1:3 and 7:1, which makes good concrete.

30.—Section 127.
We consider that any alteration in this section is unnecessary.

31.—Section 128.
This amendment should be altered so as not to include existing cocklofts.

34.—Section 138.
This is a further cutting down of verandahs. It was always understood that verandahs in 50 feet streets were limited to three stories, that is, the ground floor, first floor and second floor. Now it aims at cutting off another story. The building may be 75 feet high but the verandah only 30 or 32 feet. An open three storey verandah would rarely exceed 45 feet in height and would obstruct far less light and air at a distance of 40 feet than a building 75 feet high without verandahs at a distance of 75 feet. In many ways verandahs and balconies are a help to sanitation as they encourage the people to keep open windows, keeping off the rain and in very hot weather, the sun.

We consider that a clause should be added to this section to the effect that existing verandahs and balconies may be re-erected to the original height and design and without the renewed consent of the Government, or compensation paid for same if not allowed.

37.—Section 141.
As this section is for the provision of light and external air into the main room, we consider that it should not be necessary, for two reasons, to limit the width of the kitchen to half the width of the house. In the first place the air is set down in the Amending Ordinance at 5 feet. In the second place Chinese houses are built of a width of not more than 13' 6" and very few Chinese houses are ever erected of more than 15 feet. In the case of a Chinese 5 storied house of 13' 6" width the kitchen from the centre of one wall to the outside of the other would be 6' 9". The walls would be 27" and 13", together 3' 4". The inside of the kitchen would thus be 3' 5" wide and as a Chinese stove is quite 2' 6" from front to back, there would only be 1 inch for the cook. Even in the average case of an ordinary Chinese house of 15 feet in width, the walls are 18" thick and taking one wall and a half from 7' 6", half the width, only leaves 3' 3" as the interior width of the kitchen which is scarcely not nearly wide enough, when the width of the stove, 2' 6" is taken off. We contend then that the wording of this section should be altered to this effect:—

"No kitchen of any domestic building outside the European Reservation or the Hill District shall hereafter be constructed entirely across the width of such building if such building has other buildings on both sides of it, or if it is separated by a space of less than 12 feet from other buildings or from land on which other buildings may be erected, but there shall be left a space of a width of 5 feet at least of open space for the purpose of providing light and ventilation to the main rooms of the buildings."

40.—Section 149.
This amendment appears to us to be unnecessary, the original Ordinance providing for fire escapes.

41.—Section 151.
We are of opinion that sub-section 1 should be amended by the insertion of the word "additional" between the words "one tenth of the area" and "floor area" in the fifth line. In most cases, as the sub-section stands, it would be impossible to comply with it.

41.—Section 151, sub-section 3.
If there is no reduction in Crown Rent the compensation should include the amount of Crown Rent capitalized. See 68, section 233.

42.—Section 153, sub-section 2.
This sub-section should only apply to land obtained from the Crown after the passing of the Amending Ordinance.

43.—Section 153a.
This would be impracticable for at least two reasons:—

(1) The class of houses likely to be treated would not bear being cut about in this manner, but would, in nine cases out of ten, collapse.
(2) Under the Ordinance the whole block would come under the definition of new buildings and would have to be entirely rebuilt. The so-called "compensation" having to be repaid to the Government, together with the cost of rebuilding, by the owner, he would not only lose the full value of his property but would, in many cases, have to pay more than the value of his new buildings.

As a case in point, some blocks of two storied houses of this class were sold last year at public auction for \$700 each. Three houses would be worth \$2,100 or \$350 per floor. When the work was done there would be 5 floors worth \$1,750, but the cost of the work in accordance with the Ordinance would, at the present time, be fully \$1,750, the whole of which would eventually fall on the owner who would not only have lost the whole of his original property for which he would get no compensation, but he would have to pay the Government some \$4,000 for what would be worth some \$1,750 less than \$1,750 as the houses would only be three stories high, the size of the old ones. Total loss: \$2,250. \$1,000—\$4,250 on a property worth originally \$1,000. In the case of three or four storied houses the loss would be greater as there would be more loss of accommodation.

47.—Section 179.
As this only applies to land the property of Crown there can be no objection to it.

48.—Section 180.
The whole of this section is unfair to property owners unless full compensation is paid. In any case where a lane of a width equal to one third of the depth of the proposed building exists, no open space on the land should be required. The provision of open spaces in the rear of buildings is required for giving light and air to the back of houses. The air in a street or lane, which is practically always in motion is of far better quality than that in a backyard which would be more or less surrounded by buildings, and which would be stagnant. In cases where the lane is of a less width than one third the depth of the building sufficient land should be acquired from the owner by the Government to make up what is necessary. In cases where there is no lane sufficient land should be resumed to make one. Many existing lots were bought from the Government on the understanding that they could be entirely built over, and lanes were specially reserved for the purpose of providing light, air and access to the backs of the houses when they were built, and it is a great hardship and injustice that a quarter of the land should be made of no value and no compensation paid for it. In the case of a scavenging lane too, why should the air over it be of no value for ventilation? Where there is no lane, we contend that the scavenging lane should form part of the open space.

60.—Section 204.
We think a clause should be added somewhat as follows:—

"Provided that occupation may be made after seven days if the Building Authority has not notified the owner that the building contravenes the Ordinance."

64.—Section 222, sub-section 1.
We suggest that the words "seven days" after "be insisted between" "until" and "perpetual" in the third line of the Principal Ordinance.

66 and 67.
Many of the nuisances to be dealt with under these sections are caused by the tenants and not by the owners. It should not be possible to obtain a conviction against an owner for an offence caused by a tenant. A property owner cannot be expected to visit all his property every day to see that his tenants are not causing a nuisance, even if he had a right to enter, which is doubtful.

68.—Section 253.
The arbitrators should take into consideration the non-reduction of the Crown Rent. There are lots of ground in the Colony where the Crown Rent is over five thousand dollars an acre and the value on that account very little. Supposing a piece of this land were taken away and no reduction of Crown Rent, the owner would get practically nothing, but would still have to pay his Crown Rent for land he no longer owned and for which he had practically not been paid.

LAUNCHES IN COLLISION.

COXSWAIR'S TICKET CANCELLED.

An inquiry was conducted by Commander Basil R. H. Taylor (Harbour-master) yesterday, in the Marine Court, respecting the collision between the steam-launches *Hot Kong* and the *Hot Hong*, which took place in the harbour on the 28th ultimo.

To Tsun, master of the steam launch *Hot Kong*, stated that about 12.20 p.m. on the 28th ulto, he was coming to Hongkong from Canton, when he met the steam-launch *Hot Hong* going in an opposite direction, and as the *Hot Hong* was right ahead of his launch he altered his course to starboard, giving at the same time a long blast on his whistle. The other launch then altered her course to port and the collision came about, the *Hot Hong* hitting the *Hot Kong* on the starboard bow. At the same time she gave one blast of long duration. Witness stated that when he saw the *Hot Hong* altering her course he tried to get full speed astern, but he had not enough time.

Wong Wai, master of the steam launch *Hot Hong*, stated that about 12.20 p.m., on the day in question, he was steaming to Tai O, from Hongkong, and when he had just passed Kennedy Town he saw the steam-launch *Hot Kong* coming down ahead. Witness kept his course. As the other launch altered her course to starboard, port, and then again to starboard almost at once, the *Hot Hong* gave a short blast. He then went full speed, and was struck on his port bow violently by the *Hot Kong*.

Chang Mui, shroff of the *Hot Kong*, said that on the 28th, at about noon, off West Point, he was going to Hongkong from Tai O, the master of the steam-launch *Hot Kong* was down in the cabin and a sailor was steering the launch when the collision occurred with the launch *Hot Hong*. He saw the coxswain come up from the cabin immediately after the collision.

In giving his decision the Harbour-master said: I find that after going into the case the collision was caused by the launch *Hot Kong* which was coming down clear of the launch *Hot Hong*. Suddenly, within 200 feet altering her course to starboard giving at the same time a short blast. The launch *Hot Hong* had not time to get out of the way by going astern which same appears to have been done, and a whistle given, and that the collision was due entirely to the master of the *Hot Kong*, To Tsun, not being at his place of duty, but below, and the launch left under the care of a sailor. I, therefore, order the certificate of the master To Tsun to be cancelled.

JAPAN-CHINA STEAMSHIP COMPANY.

In view of the brisk competition going on among the steamers engaged in the Yangtze navigation the Nisshin Kisen Kaisha (Japan China Steamship Co.) has decided to execute a great improvement of its business as the first step of extension. As a result of the conference of its directors recently held in Tokyo it has been settled that the company's head office in Tokyo be removed to Shanghai and Messrs. Shiraiwa, Takenouchi and other directors will go to Shanghai in order to play an active part at the head office. As the company has a good deal to do with the Department of Communications, receiving a considerable subsidy from the state treasury, Messrs. Kondo and Nakahashi, Directors, will, on the removal of the head office to Shanghai, chiefly attend to the matters relating to the government. As the company is an incorporated body of the Hunan, Taiton, Nippon Yusen and Osaka Shosen S.S. Co., and the officials and clerks were all taken from those companies, the result is that in course of time there grew up party feeling among them throughout all the branches at Shanghai, Hankow, and others. Their antagonistic feeling is of late assuming an established form and naturally a bad effect is experienced on the business so that the unfavourable report of the company's business, though partly ascribed to the competition on the Yangtze line, is as well attributable to the lack of union and harmony among its officials and clerks which is the vital principle for the prosperity of the company. Taking the opportunity of the removal of its head office the company is determined to effect radical reforms in this matter.

POSTAL AGENCIES IN CHINA.

Mr. Henrick Heaton asked the Secretary of State for Foreign Affairs: Whether the Government of Hongkong is saddled with the financial as well as the administrative responsibility of carrying on British postal agencies at the principal treaty ports of China; whether the British Government will in future share these expenses and losses, in view of the fact that Great Britain shares the profits from these services; whether the British community at Tientsin have been required to guarantee \$7,500, the estimated loss on the working of the British postal agency at Tientsin during 1905; and whether the \$7,500 is treated as a revenue in the Hongkong Government accounts; the Colonial Government being required to pay upon it the 20 per cent. military contributions, notwithstanding that it represents a loss.

Mr. Churchill: The Hongkong Government has for many years carried on the British postal agencies in China, and has hitherto derived from them a profit in which the British Government has not shared. As will be seen from Sub-head D of the Post Office Estimates, it received a grant of £610 per annum from the British Government in respect of them, out of which £100 represents an allowance to the Colonial Postmaster-General for increased responsibility. The British Municipal Council at Tientsin have guaranteed a sum of \$7,500 to meet the anticipated deficit on the agency of that port during 1905, and under present arrangements any sum so paid would be treated as revenue for the purpose of assessing the Hongkong military contribution. As I have informed the honourable member for Stretford and Macclesfield the question of the maintenance of these agencies is, however, under consideration.

THE STATUS OF MACAO.

A striking illustration of the little ironies which occasionally make their appearance even in the grave sphere of international affairs is furnished by the fact that one of the minor European Powers has been called upon by force of circumstances to play the role of "third party intervening" in the case of the dispute between Japan and China respecting the seizure of the *Tsuda Maru*. It was asserted that she was lying within the limits of Portuguese jurisdiction, and the Portuguese Minister in Japan hurried from Tokyo to Peking in connection with the supposed violation of his country's rights. The incident has, as it were, thrown a searchlight upon the half-forgotten fact of the technical survival of Portugal as a World Power with colonial possessions scattered here and there, which may at any moment—as in the present instance—develop the awkward faculty of outgrowing the Mother Country in grave responsibilities that it may quite conceivably be beyond her capacity to discharge.

Macao for a long time enjoyed almost a monopoly of the China trade, but this eminence has fallen away, partly because of the rivalry of Hongkong, and partly because of its own insufficiency of anchorage, which serves as a substitute for the harbour accommodation so essential to the prosperity of an efficient modern seaport. Nevertheless, the importance attaching to its advantageous situation is inherent and indisputable, and makes its ownership a highly valuable national asset. To the credit of Portugal it must be said that though only a small nation, deficient in wealth and in resources of population, a good deal has been done to consolidate and even to expand the strength of her position at Macao. When the original grant was made in 1585 by the Chinese Emperor, in gratitude for assistance given in suppression of piracy, it was subject to the payment of an annual subsidy, and though this was formally rescinded in 1803 it is characteristic of Chinese diplomatic subtlety that Portugal's title to Macao itself and to the adjacent islands Taipa and Coloane has never been explicitly admitted at Peking although the *de facto* ownership is recognised by all the Powers. In 1902 negotiations were carried on to secure an extension of the concession by a further grant of the Islands of Lappa and Dom João and of a territory known as Pac Siao; on these points Portugal was unsuccessful, but she obtained the removal of certain Customs restrictions connected with the port of Macao, and gained some additional rights of navigation on the West River, together with the important privilege of constructing a railway to Canton. This has, strangely enough, been permitted to remain a dead-letter, though there cannot be the slightest doubt that the right would be promptly utilised by any grantee possessing enterprise and capital and having strong political backing at command—that is to say, by any of the First-class Powers.

Indications have not been lacking that the acquisition of so useful a *pièce-à-terre* close to the great southern centre of Chinese trade has entered into the calculations of statesmen as a desirable stroke of policy in the event of the present owners being willing to transfer their property. Some few years ago an effort was made by the French Consul at Macao to secure the erection of a sanatorium at Macao, and permission was provisionally granted by the Governor Horta Costa, the Governor, though subsequently withdrawn by the authorities at Lisbon. An application by a French trader from Hongkong to build a brewery was likewise refused. This alleged ambition on the part of France may be exaggerated or even imaginary, but the strength of the belief that Macao is regarded somewhat as a Naboth's vineyard, receives confirmation from a telegram published in Madrid in July, 1904, from the Manila Correspondent of the *Madrid Times*, stating that the United States Government had recently opened negotiations with Portugal for the purchase of Macao, but that the negotiations came to nothing owing to opposition from Great Britain. This country can claim, indeed, an interest of very long standing with regard to Macao, reaching back, in fact, for more than a century. Twice during the war with Napoleon—in 1802 and in 1808—the place was occupied by British troops, and the coincidence seems worth noticing that the second of these occasions synchronises with the appointment of the Scottish poet Leyden as a Judge at Calcutta, with the temporary guardianship by his countrymen of the grotto in which Camoens, and also a Colonial Judge, had written the "Lusiad."

In any other hands than those of its present possessors Macao might well become a menace to the security of British trade in the Far East, and its sale or cession by Portugal is a contingency which cannot be regarded as improbable. It is by no means certain that it could successfully resist an attack on the part of China, and it is not so very long ago that the mainland Power despatched four gunboats and two destroyers in order to enforce the evacuation of an alleged fugitive from justice. The military defence force of the place numbers less than 500 men, of whom not quite two-thirds are Europeans, and fortifications are practically non-existent. If Macao were an oceanic island its ownership would be a matter of comparatively no moment. But its position gives it an importance altogether out of proportion to its present economic standing. Its capacity for development may be said to surpass even that of Hongkong, for direct railway communication with Canton cannot permanently be postponed, and must prove of enormous advantage by increasing its utility as a point of collection and distribution for trade. In strong hands it should open up boundless possibilities of prosperity, but its present condition is one of mere stagnation and semi-stagnation. Its owners are unable either to develop or to defend it, and it remains open to any fate of seizure, surrender, or sale, or perhaps even of re-absorption by China. London Post.

JAVA SUGAR IN INDIA.

The *Pioneer* remarks:—We have more than once noticed the extraordinary increase in the imports of Java sugar into India, and the ship-ments during 1907 were larger than was anticipated even by those who have carefully followed the rapid development of this new trade. From the report of the British Consul at Batavia it appears that the past year was a highly favourable one for production, as the weather was good. The total output was 1,144,000 tons, or an increase of nearly 100,000 tons over that of 1906. It is remarked that "systematic and scientific cultivation, the rational and frequent application of fertilisers, a careful selection of the cane, based on the experience of past years, coupled with the best possible attention to the prevention of cane diseases, were the chief factors which under the above-mentioned propitious weather conditions have resulted in this satisfactory state of affairs." It is stated that the Java cane has been discovered to be a high percentage of sugar. In the past, however, it seems only too likely that Java sugar will continue to be sent to increasing quantities to the Indian market, unless something can be done on this side to rehabilitate a rapidly declining industry.

EXPLOSION AT SINGAPORE.

AN OIL SHIP BLOWN UP.

A few minutes after eight o'clock last night, reports the *Singapore Free Press* of 23rd April, an alarming explosion, the sound of the detonation extending all over the harbour. The explosion took place on the Dutch oil-tank ship *Tancerville*, in dry dock at Keppel Harbour.

The alarm reached town of a fire at Keppel Harbour, and the Brigade turned out, as well as the brigades attached to the Docks.

The dock steamer *Varuna* also turned out and came from Tanjong Pagar and in a very short time a large number of jets were playing on the tanker.

The bulk had come in to port at the beginning of the week with a cargo of benzine, which of course had been discharged before she went into dock, which was on Monday. No one was actually working on board her at the time, but Chinese coolies were at work on the hull outside, scraping her ready for repainting. The explosion occurred in the centre tank above the bridge deck and was obviously of vapour remaining over from the cargo, which, when mixed with air, forms an explosive of highly destructive power.

A hissing sound was first heard, followed by a deep rumbling explosion, which all and a shock like an earthquake, shaking all the houses in the neighbourhood, disturbing the ornaments on tables &c. and extinguishing the electric light at the P. and O. Wharf. Clouds of smoke arose from the vessel, and great apprehension was felt of further explosions.

The hatch above the hold in which the explosion took place was blown right over the blacksmiths shed, a distance of a hundred yards to the port side. Fortunately it fell without doing any damage. The whole of the starboard side of the vessel, amidships, is blown out down as far as the water line. On this side a large plate was blown into the engine shop, also fortunately without doing damage. The bridge, upper structures, and boats suffered severely, being shattered near the source of the explosion. Part of the hatch combing was hanging over on the port side, and one boat is lying in the bottom of the Dock.

THE WRECK BY DAYLIGHT.

April 24.

To the full particulars we were able to give our readers yesterday of the alarming explosion on board the oil-tanker *Tancerville* while in dry dock at Keppel Harbour, there is very little to add.

Seen by daylight the vessel is a terrible wreck, a mass of twisted steel and iron-work, with the deck and hull ripped open to the keel, the deck apparently torn open to the keel, some of the heavier pieces of machinery which had been sent from the vessel having been collected from all round the dock.

The injured men turned out to be only two in number, and no essential details beyond what appeared yesterday have been disclosed. A prudent reticence is observed as to

THE CAUSE OF THE EXPLOSION, and as to how it came about that the bulk was allowed to go into dock, with the dangerous fumes of the petroleum hanging about her. We have, however, come across a passage in a standard book on petroleum, which, if it had been brought to the notice of the Dock Authorities, would probably have considerably exercised their minds as to the propriety of taking her into dock at all. The work in question is "Petroleum and its Products," by Sir Boverton Redwood, the recognised authority on these matters. In Vol. I, in the chapter dealing with the transport and distribution of Petroleum, we come across a remarkable passage, which is worth quoting verbatim—

"On the 15th of May 1894 an explosion occurred on the ship *Tancerville*, which had shortly before discharged a cargo of benzine in dry dock at Newport, Mon. The vessel had been under repair for twenty days when the explosion took place. From an examination made by the author, on the same day, it would appear that the explosive force had been mainly localised on the port side of the water ballast tank, immediately forward of No. 1 oil tank, and had been exerted principally upwards and aft. Before the work of repairing was commenced, the oil tanks were cleaned by a jet of water and were afterwards dried with sawdust and cotton waste. They were ventilated by wind-lifts, before drying and after filling. The water ballast tank had not been used since October 1890, as a cargo tank, but it was asserted that while a cargo of crude oil was being discharged at Havre, in Feb. 1891, some one from the shore opened a valve, and allowed a quantity of oil to flow into the ballast tank. The suction pipes were so arranged that the water could not be drawn from the ballast tank beyond a depth of 4½ inches from the bottom. After discharging her last cargo, the ballast tank had been filled with water, but if an attempt had been made to displace the oil by water, and cause it to overflow into the two tanks, a considerable quantity of oil would have been confined between the beams of the upper part of the tank and prevented from flowing away. On the morning of May 15th men were sent into No. 1 oil tank, adjoining the water ballast tank already referred to, to clean up some oil, which had leaked in through a defective rivet hole in the bulkhead separating the tank in question, and the work of repairing in the tank was then continued. As one workman was cutting a thread, with a view to replacing a defective rivet, by a screw plug, a tongue of flame appeared to issue from the tank, and the flame seemed to recede and immediately a violent explosion occurred, killing four men, wounding others who were in the tank, and killing a carpenter who was in the two tanks on the port side of the bunker space. The explosion was undoubtedly due to the ignition of a mixture of air and petroleum vapour in the ballast tank, but the actual cause of the ignition was not explained. Now the similarity of the two explosions on board the *Tancerville* is remarkable. The same vessel, a cargo recently discharged, in dry dock, under repair; a hissing sound followed by an explosion; and a wreck of the ship."

In reporting upon the *Tancerville* accident the Inspectors of the Board of Trade suggested that "When repairs require to be carried out in a vessel which has been carrying petroleum, there should, in our judgment, be a formal heading over of the vessel to those by whom the repairs are to be undertaken and a certificate given that the tanks and all dangerous places have so far as practicable, been adequately cleaned and ventilated and rendered safe from risk of explosion or fire. If from any cause a complete certificate of this sort cannot be given, then it should be clearly notified which tanks or spaces have not been cleaned and are still dangerous."

We leave to the responsible authorities to say whether this definite recommendation was known to them, or their experts, and whether this certificate recommended was given. If it were necessary in a May morning in Fouth Wales, what can be said about it being necessary in a tropical climate like Singapore, where there is a constant temperature of 80° Fahr. or more during the day? And where the engineers employed on the repairs are ignorant of Chinese?

(There have been too many accidents from petroleum and its products in the Eastern Seas of late years for the questions raised to be equalled.)

burked. The case of the *Tancerville* second explosion ought to have the definite effect of making the Government cause such an enquiry to be made, and such regulations to be passed, as will make reasonably safe this very dangerous trade. It is not only a question for the Straits Government, but also for the Home Government, both acting in conjunction with the Dutch Government, and any other country that owns oilships and oil fields.

THE TEST FOR VAPOUR.

The author to which we have already referred, in volume II, describes and illustrates the Redwood Vapour Testing apparatus. In essence it consists of passing the air in which vapour of petroleum is suspected of being present, over a hydrogen flame, which shows a flame-cap corresponding to the percentage of pentane vapour. A collector is used to obtain the air from the suspected place, either directly, or by means of a suction tube.

The apparatus is well-known and reliable, and not to be surprised if the Government Analyst had one in his possession. The point obviously to be made is that petroleum ships, petroleum stores, and operations connected with the preparation, storage, or transport of petroleum, should be subject to expert examination and certification.

A CHINESE URCESUS.

WIVES OR NO WIVES.

COUNSEL AND LAW AND CUSTOM.

The important action concerning the distribution of the estate of Choo Eng Choo, a Singapore Chinaman of great wealth known as the "Orang Kaya Saigon," was carried on yesterday, before the Chief Justice, the Hon. Mr. J. F. Lawrence, reports the *Singapore Free Press* of 23rd April. The question was whether several Chinese women in the case were wives or concubines. The names of the parties are Choo Eng Choo vs. Neo Chan Neo, Tan Seok Yang, Cheong Cheong Kim, Lim Cheok Neo, Mah Lim Neo and Neo Neo Neo. For the first, Messrs. Nathan and Carter, the second, Braddell and Wee Thean Tew for the third, Dely and Chopard, for the fourth, Harris for the fifth and Gaunt for the sixth.

There were some amusing passages yesterday, when Mr. Harris commenced what was an address of considerable eloquence. He spoke at some length and delivered matters with a few airy observations which produced good deal of amusement.

A DROP IN ETERNITY.

Mr. Harris considered it unreasonable for one of his learned friends to come there "with antiquated Chinese laws and attempt to upset the humane laws of the Colony in half an hour."

His lordship: "In half an hour! In four days, you mean."

"What is four days in eternity?" asked counsel of a smiling Court. No answer being forthcoming, he answered it himself—

A VERY SMALL DROP IN THE OCEAN.

"To come here," he went on, "and try to upset the humane conditions obtaining in the Straits Settlements for hundreds of years, and upset all these customs of Malacca in four, seven or twenty days, is to attempt to accomplish what, if I were a prophet or the descendant of a prophet, is a task my friend won't succeed in."

Chinese law came in for a little criticism from counsel.

"We don't go to China for law," he affirmed. "It would be a most unfortunate thing were we to go to China for law—or learning."

Mr. Harris then described what he called a conspiracy to defraud and rob these people, from what was theirs from the beginning. Yes, Chan Neo was a weak woman, who had been induced to give up her rights in this case. She was a fool.

"Counsel," said Mr. Harris, "has compared the Chinese wives to the moon and the concubines to stars. If this is so, it shows the position of the latter is certainly elevated. When we talk of a woman being like a star, it is the proof that we have a good deal of respect for her perfections," Mr. Harris affirmed.

"CHINESE AND COOKERY."

The Court now proceeded to listen to the quoting of authorities. Mr. Dyer Ball was one—on China—mentioned.

"I don't know whether he is a great authority," remarked counsel.

His lordship: "He has written a great many books—10, I believe. A cookery book I see, amongst others." (Laughter.)

Mr. Harris contended that if his lordship decided in favour of one woman in this case it meant that there would be many women in Singapore placed in a very hopeless position. The word "concubine" was only to distinguish from the principal wife who held a more important position. He believed every one of these women went through a form of marriage ceremony, and a certificate of marriage was given, from what was theirs from the beginning. Yes, Chan Neo was a weak woman, who had been induced to give up her rights in this case. She was a fool.

Mr. Harris: "The King is above the law" (laughter).

Counsel: "Remember Charles the First." Mr. Harris said he considered himself an authority on Jewish law and customs, and he knew it for a fact that by Biblical statute a Jew can have as many wives as he wishes. Taking the Bible as Jewish history, it was shown that Abraham, Solomon and David had many wives—Solomon had one thousand.

Mr. Nathan: "Wives and concubines."

Mr. Harris: "At any rate he had more wives than the deceased Chinaman in this case."

Mr. Ellis: "Fifty times more" (laughter).

Continuing, Mr. Harris said the custom of plurality of wives was an Eastern custom and was not a Mohammedan Marriage Law, which he contended showed a spirit of legislation in favour of plurality. If it was held that there was only one wife all these women and children would be in the evil position of prostitutes and bastards. Counsel quoted Sir P. Bignon.

Maxwell as an authority in support of his contention, as well as the late Mr. G. Hare, President of the Chinese. His client had been married to this man for twenty-five years and had six children by him. The custom of plurality of wives, the law of Salgo, allowed men with the number of five wives with the result that some of the latter were killed and four captured, though they vigorously re-

CANTON DAY BY DAY.

CAPTURED MUNITIONS.

[From Our Own Correspondent.]

Canton, 24th April.

Yesterday the Chinese gunboat *Koing Lee* brought to Canton from Macao the munitions that were seized some time ago by the Lappa Customs authorities in Chinese territory, in the vicinity of Macao.

THE VICEROY'S TOUR.

H.E. Viceroy Chang, Lie Chuo boarded a Ho Tou boat at the Tien Tai Wharf at one o'clock to-day and left here to proceed to the East River on a tour of inspection. His Excellency is accompanied by H.E. Admiral Li Chuo and a staff party together with some thirty soldiers with two gunboats *Pu Pak* and *Lung Sung* as escorts. His Excellency has altered his plans and is making a tour of inspection along the East River only this time, and will not continue his trip up the West River as at first contemplated. It is reported that His Excellency will return to Canton about the beginning of next month.

PUBLIC MEETINGS.

The Pei Yang Ta Chen has informed the authorities of the different provinces that, in accordance with the new regulations, no public meeting is allowed to be attended by a larger number of persons than two hundred.

CLAN FIGHT.

A clan fight of a serious nature has taken place in Sai Chiu, in the vicinity of Fatsah, between the clans surnamed Chao and Leung, in the Kan Chuan village. Yesterday the Nanchow magistrate hastened to despatch a yeoman with a number of soldiers to the scene to restore order.

CHEAP RICE.

On the 16th instant the Canton Cheap Rice Disposal Bureau sent a telegram to Wuhu to order a further supply of 50,000 bags of rice. A reply has been received from Wuhu by the Bureau informing it that the shipment of the 50,000 bags of rice as ordered will leave there for Canton on the 31st proximo and is expected to arrive at Canton about the 10th inst. The daily proceeds realised from the sale of cheap rice in the four sheds during the days from the 18th to the 22nd instant were as follows:—18th: Eastern shed \$2,781, Western shed 1,577; 19th: Eastern shed \$1,811, Wongshe shed \$917; 20th: Eastern shed \$1,530, Western shed \$1,310; 21st: Eastern shed \$1,319, Western shed \$1,324; 22nd: Eastern shed \$1,310, Wongshe shed \$1,027; 23rd: Eastern shed \$1,130, Western shed \$1,310; 24th: Eastern shed \$1,450, Wongshe shed \$1,310. From the above it can be seen what a great quantity of rice was sold each day in the four sheds; and this distribution of cheap rice is only for the supply of the poorer class of the community.

25th April.

THE VICEROY'S TOUR.

His Excellency the Viceroy left here yesterday at 1 p.m. and arrived at Whampoa at about 2 o'clock, where His Excellency landed and visited the Whampoa Naval College and the Whampoa Docks. The Viceroy also reviewed the students there, seeing them go through their drills. After a short stay at Whampoa His Excellency proceeded to the Boga Tigris where he inspected the different fortresses and the military college. His Excellency will also proceed to the Shue Lung district to make an inspection of the Canton-Kowloon railroad, etc. Viceroy Chang reported his departure from Canton on a tour of inspection to the East River, on the 24th instant, to Peking by wire.

COLLISION.

A few days ago a steam launch came into collision with a rice junk in the vicinity of Hou Lik, and the junk was considerably damaged, with the result that over 10,000 bags of rice were lost.

COAL MINES.

The Kwangsi high authorities have granted to Mr. Lau Ming Pak the sole privilege of working the coal mines in the Ho Yuen district, and Mr. Lau has asked the Canton Self-Government Society to float a company with sufficient capital to open the mines in question. The Society has now convened a mass meeting to take place to-day for the purpose of discussing matters with the object of forming a company to open the mines.

FREE LIBRARY.

The Canton Press Society has established a library in P. Shin street. Admission is free. The object of the library is to enlighten the public mind with wholesome literature. The Kwangchow Chinese Chamber of Commerce, Mr. Kwangchow, Chang has subscribed \$500 each towards the expenses of the institution.

27th April.

HOUSE COLL PSE.

On the 25th instant, at 1 a.m., during the heavy rain, a very serious fire broke out at the Ng Fat Lane suddenly collapsed. The policeman, who was on duty in the lane, noticed something being blown down from the roof of the shop by the wind which was then very strong. He proceeded close to the building to investigate, when without warning, it collapsed and he did not have time to escape. The policeman was half buried by the debris, but he could still manage to raise an alarm with his whistle in spite of the pain he was suffering. The policemen in the neighbouring street, in response to the alarm, hurried to the help of their brother officer, who was injured. The Hong Kong Hospital was at once informed through the telephone of the accident, and a doctor with a number of cilies of the hospital hastened to the scene, where six persons were extricated from the debris, all seriously wounded, and were removed to the hospital for treatment.

YUNCHOW BANDITS.

During the recent rising at Yumchow many of the insurgents fled into Annam for refuge when they were being pursued by the Imperial troops. At the request of the Chinese Government, twenty of the bandits have been arrested in Annam and were recently extradited to Yumchow.

RAILWAY CO'S CALL.

As the Canton Nine Charitable Institutions were the promoters of the Canton Hankow Railway Company and the first call of subscription at \$1 a share was collected by them, the Company has now requested the committees of these institutions to take up the second call of \$1 a share for the company; but the committees of the institutions have refused to comply with the Company's request.

THE VICEROY'S RETURN.

It is ascertained from Mandarin circles that H.E. Viceroy Chang, who is now on a tour of inspection to the East River, will return to Canton on the 4th proximo, as His Excellency is determined to spend only ten days on the present tour.

WEICHOW BANDITS.

The Brigadier-General at Weichow has reported to the Canton authorities that, a few days ago, he proceeded to Hop Pu with two regiments of troops to attack the malcontents who collected there to the number of several hundreds. The Imperial troops had an engagement with the bandits for four hours with the result that some of the latter were killed and four captured, though they vigorously re-

sisted the troops. During the encounter one of the troops was lost and two others wounded.

28th April.

ANTI-OPIMUM CAMPAIGN.

The Canton Anti-opium Society has recently engaged twenty extra officers to be sent out daily to inquire about the opium smokers in the different quarters in the city, and to arrest any one found smoking without the necessary license.

A yeoman was sent by the Canton authorities to Fatsah to inquire into the amount of prepared opium sold by the opium dealers in that town, and he has now reported that the quantity sold there is about 500 taels a day.

THE VICEROY'S TOUR.

A Weichow telegram states that H.E. the Viceroy, on a tour of inspection to the East River, arrived at the Weichow Prefecture at 2 p.m. on the 26th instant.

RAILWAY AFFAIRS.

As the Canton Nine Charitable Institutions have refused to take up the responsibility of collecting the second call of subscriptions at \$1 a share for the Canton-Hankow Railway Company, a meeting was held yesterday in the Company's offices where the Provincial Treasurer, the Provincial Judge, the Kwangchow Prefect and some others were asked to be present for the purpose of discussing the best measures to be taken for the collection of the subscriptions. In case of failure to arrive at a satisfactory arrangement, it is expected that trouble, in connection with the Company will be revived.

29th April.

THE VICEROY'S PROGRESS.

Last evening a telegram was received at the Viceroy's yamen from H.E. the Viceroy, from Weichow, stating that he left Weichow on the morning of the 27th instant and proceeded to Kowloon. He is expected to arrive at Shanghai on the morning of the 29th instant.

COAL MINES.

The Canton Bureau of Agriculture, Industry and Commerce has proposed to appropriate a sum of 200,000 taels from the Government treasury for the purpose of working all the coal mines that have been discovered in the Panyu district.

RAILWAY CO'S CALL.

Yesterday, a meeting was held in the Canton-Hankow Company's offices for the purpose of making arrangements for the collection of the second call of \$1.50 a share. There were present the Provincial Judge, the Brigadier-General of Kwangchow, the Kwangchow Prefect and the two district magistrates of Nanchow and Panyu and the representatives of the nine Charitable Institutions. After considerable discussion and with the aid of the officials present, the representatives of the Charitable Institutions at last acquiesced in the request of the Canton-Hankow Railway Company to assume the responsibility of collecting the second call for the Company. At the meeting it was decided that the collection of the call in question will be commenced from the 1st day of the 7th moon and will be closed on the 30th of the 10th, this year.

Seeing that some officials are still likely to be addicted to the vice of opium-smoking, the Canton high authorities will, from the first day of the 4th moon, send some special officers to secretly visit the different yamens every day in the city to see if any official has not really entirely rid himself of the habit, in order to strongly enforce the anti-opium regulations.

30th April.

Another section of the Canton-Hankow R. & W. from Sam Wah Tim to Kwan-shan has been completed; it is reported that this section will be opened for traffic on the 15th day of the 4th moon.

At 8 p.m. on the 27th instant a passenger junk named *Shun Lee*, while being towed by the steam launch *On To* en route in Canton, from Shin Hing, collided with a passing launch in the vicinity of Chuo Tsui. The junk was seriously damaged, a part of her bow being carried away. The tow-ropes were at once cut and the launch got alongside the junk, which was then lying very low in the water, to bring over the passengers. The passengers hurried to get aboard the launch, but in the dark night many of them fell into the water. It is now ascertained that some thirty persons were drowned in the accident.

A COLLISION.

The continuous rain has caused damage to the mulberry trees to some extent and the price of mulberry leaves has consequently risen to an extraordinary level. The leaves damaged by rain are not fit for the silk worm, and consequently the silk worms have died, while great quantities have also been injured. The silk worm rearsers stated that the next crop of silk cannot be expected to be very promising.

ANTI-OPIMUM CAMPAIGN.

Recently the Canton Police authorities have again issued a proclamation with reference to the prohibition of opium smoking.

COMMERCIAL.

YARN MARKET.

In their report dated 1st instant, Messrs. Phirozsha B. Petit & Co. write—

Our latest report was dated the 7th April. The interval has witnessed a sharp drop in silver exchange although the advance in prices has not corresponded thereto.

The market (throughout the fortnight) has been a steady one, inquiry running principally on No. 200, which, with a materially reduced stock, advanced from \$1 to \$1.50 per bale, and "chop" selected threads of this count being meagrely held, there is no likelihood of a recession in quotations thereafter.

In all other counts there has been an advance in rates of from \$0.50 to \$1 per bale. The aggregate sales have been good.

To reduce the congestion in the Japanese yarn market, "the Japanese Spinners' Union has resolved upon a cessation of night work for five days and nights monthly. The application of this plan to the export of cotton yarns will, according to cables reports, "have the effect of reducing the former production by about one-half."

The Chinese boycott of Japanese trade, reported in our last circular, still obtains in Hongkong and South China with the same intensity as a fortnight ago.

No. 207—A fair business in reported at an advance of \$1 to \$1.50 per bale.

No. 161—In moderate demand at an advance \$1 to \$1.50.

No. 127—Not in much request. Prices show a slight improvement.

No. 100—Baled ready at quotations.

No. 87—No stock in the market at present.

No. 62—A moderate business at last rates.

Market closer firm.

Sales—150 bales of No. 61, 250 bales of No. 60, 950 bales of No. 127, 10 bales of No. 161, and 1,600 bales of No. 207; in all about 5,800 bales.

Arrivals—Per steamers *Catharine Apea*, *Kutana*, and *Orang* (from Calcutta), and *Chaka*, *Kagoshima*, *Maru* and *Della* (from Bombay) of about 4,000 bales.

Unchanged Stock—About 2,000 bales.

Exchange—We quote to-day as follows—

India T. T. at R. 133½ per cent.

Demand " " 134½

London T. T. " Sh. 104½

Demand " " 105½

Shanghai " " 105½

Silver " " 24 5/16d. per oz.

TO-DAY'S EXCHANGE.

Selling. II AM.

London—Bank T.T. 103½

Do. demand 105½

Do. 4 months' sight 105½

France—Bank T.T. 223

America—Bank T.T. 43½

Germany—Bank T.T. 181

India T.T. 133½

Do. demand 134½

Shanghai—Bank T.T. 105½

Singapore—Bank T.T. 90 3/4

Japan—Bank T.T. 87

Java—Bank T.T. 107

Buying.

6 months' sight L/C 105½

6 months' sight L/C 105½

10 days' sight San Francisco & New York 144

10 days' sight do. 45½

10 days' sight Sydney and Melbourne 105½

10 days' sight France 227½

10 days' sight 229½

10 days' sight Germany 187

10 days' sight 187

Bank of England rate 3 3/4

Switzerland 112.10

LOCAL AND GENERAL.

FROM Friday, 1st instant, reveille will sound at 5.45 a.m. and retreat at 6.50 p.m.

The new issue of postage stamps in Bangkok is now being distributed amongst the various post offices.

The cancellation of the memorial of re-entry by the Crown on Aberdeen Island Lot No. 48 has been registered according to law.

PROFESSOR Robert Koch has left Bremen for New York. After a stay in the United States, he proposes to visit Japan, China, and India.

The railway across Formosa has been opened. Ten hours is the length of time that it takes to make the journey between Taipei and Tainan.

The *Esch* reports that the Japanese Government intends to establish a Legation in Chile. The appointment of a Minister will shortly take place.

TENDERS will be received at the Colonial Secretary's Office until noon of Saturday, 9th May, 1908, for the repair of the Post Office launch *Despatch*.

A TOKIO despatch of 26th ult. says:—Major-General Broadwood arrived at Port Arthur yesterday, with a view to visiting the battle-fields in Manchuria.

His Excellency the Governor has been pleased to promote Major Arthur Chapman, V.D., to be Lieutenant-Colonel Commandant, Hongkong Volunteer Corps, with effect from the 15th ult.

The str. *Tafao Maru*, which was burnt near Chinkiang on September 18 last year, and has been reconstructed by the Shanghai Dock and Engineering Co., Ltd., had a successful trial trip up-river on 23rd ult.

ERICH Nielsen, of no employment in the Colony, was sent to gaol for seven days by Mr. J. H. Kemp, police magistrate, last Saturday. Nielsen's offence against the law was that of soliciting alms in the public streets.

The Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending April 11, amounted to 30,020.54 tons and the sales during the period to 24,701.0 tons.

ENGINEER-LIEUTENANT H. Hodson has been appointed to the *Kine Alfred*, flagship of the China Squadron, and Engineer-Lieutenant A. Drought has been appointed to the *Tamar*, Hongkong, for duty with the destroyer *Whiting*.

TWO Chinese coolies were charged before the Magistrate at the Police Court, last Saturday, for being members of the riot Society. They were remanded until Thursday for the Police to prosecute further investigations into the case.

MESSRS. Benjamin and Potts of Shanghai advise that they are in receipt of telegraphic advices to the effect that the Oriental Consolidated Mining Co., Ltd., has declared an interim dividend of fifty cents (Gold) per share on account of the year ending June 30, 1908.

IT is rumoured that the Japanese authorities intend to prevent from the Chinese Government the payment of compensation for the death of the Captain of the *Tatsu Maru*, Hirokichi Terumine, which it is alleged, occurred on March 28, through the seizure of the vessel by the Chinese authorities.

IT is stated by a Tokio news agency that the negotiations between Count Hayashi and the English, American and French Ambassadors for the reciprocal protection of trade-marks in China and Korea are now nearly finished and a convention to the effect will be signed within a short space of time. Thereupon the preparations for an immediate exchange of ratifications may be put into force at the earliest opportunity.

A SIXTEEN-YEAR-OLD boy, by name Leung Lo, at one time residing at 10, Chinese Street, was, on the 6th ultimo, banished for five years, after serving a term in gaol for theft. Leung was not the boy to be brow-beaten, however, he returned to the Colony by the first steamer and hid himself until last Tuesday when he was recognised by a *luk ng* and marched to the Central Police Station. He appeared in the Police Court, on Wednesday morning, and a sentence of three months' hard labour was pronounced.

IN response to an Imperial Rescript ordering the suppression of the opium-smoking habit among members in legation, the Chinese Minister in St. Petersburg, Vienna, and The Hague have telegraphed to the Waiwup, stating that all the members of their respective legations are free from the habit. Regulations have been drawn up by the Ministry of the Interior for the annual reduction of the poppy acreage under cultivation. They will be submitted to the Throne for approval in the near future.

TO-MORROW four of the most popular men in the Police Force leave Hongkong for the Home Land on a well-earned holiday. These are—Inspector David Gourlay, of No. 2 Police Station, Sergeant R. Macdonald and Detective Sergeant Grant, of the Central Police Station, and Lance-sergeant Fowler, of 10th View Station. They leave on the *P. and O.* liner *Despatch*. The good work these men have done during the last five years is too well known to our readers to need recapitulation.

Wish them a pleasant passage.

WE have received from the Mitsui Bussan Kaisha a copy of the 4th annual report of the Tokio Marine Insurance Company, Limited, for the year ending 31st December 1907.

A DECREE has been issued in Lisbon ordering the demolition of the old and unhealthy quarter in Macao known as the Chinese Bastard, and the making of two great avenues in its place.

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOKOR & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	22,000	\$125	\$125	\$1,500,000 \$1,500,000 \$250,000	\$2,000,387	Final of £2 on old and £1.10/- on new shares for 1-year ending 31.12.07	5 1/2 %	\$500 London 275.10/-
National Bank of China, Limited	99,925	£7	£8	\$1,735 \$300,000	\$71,303	\$2 (London 3/6) for 1903	4 1/2 %	\$81
MARINE INSURANCE.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000 \$40,000	None	\$20 for 1906	8 1/2 %	\$240
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 \$1,000,000 \$10,000	Tls. 204,424	Final of 7/6 per share making in all 15/- for 1906-Tls. 2.65	6 %	Tls. 80
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$2,000,000 \$2,000,000 \$45,407 \$125,157.15 \$434,434 \$1,000,000 \$199,032 \$5,000	\$506,011	Final of \$15 making \$15 for 1906 and Interim of 1/2 for 1907	5 1/2 %	\$797 1/2 on div.
Yangtze Insurance Association, Limited	12,700	\$100	\$60	\$1,000,000 \$1,000,000 \$10,000	\$91,763	\$1 and bonus \$3 for 1906	10 %	\$150 ex div.
FIRE INSURANCE.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$1,000,000 \$10,000	\$72,452	\$6 and bonus \$2 for 1906	9 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$10,000	\$28,037	\$27 for 1906	9 %	\$310 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$204,688 \$5,000	\$1,051	\$1 for 1906	10 %	\$10
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$5,000 \$5,000 \$5,000	None	\$2 for year ending 30. 1907	10 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$1,000,000 \$1,000,000 \$10,000	\$16,437	\$1 and 1/2 for year making in all \$2 1/2 for year ending 31.12.07	8 %	\$20 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000 \$1,000,000 \$10,000	\$3,694	\$1 for 1906 @ ex 2 1/2 = \$2.25 per share	5 1/2 %	\$38 \$24
Do. do. (Deferred)	60,000							
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 \$400,000 \$1,000	Tls. 14,510	Final of Tls. 14 making Tls. 34 for 1907 Second interim of 1/2 (Coupon No. 9 for 1907)	7 1/2 %	Tls. 45 sellers Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000 \$1,000,000 \$10,000	\$17,370	\$1.00 for year ending 30.4.1907	3 1/2 %	\$31 \$28
"Star" Ferry Company, Limited	10,000	\$10	\$5	Tls. 98,000 \$1,000,000 \$10,000	\$1,337			
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	Tls. 62,000 \$1,000,000 \$10,000	\$18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 47 buyers
MINING.								
China Sugar Refining Company, Limited	1,000	\$100	\$100	\$150,000 \$150,000 \$10,000	\$9,218	\$8 for year ending 31.12.07	10 %	\$935 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 \$1,000,000 \$10,000	\$1,895	Tls. (8 %) for year ending 31.8.06	5 1/2 %	\$15 sales Tls. 70 sellers
DOCKS, WHARVES & GODOWNS.								
Feenick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000 \$10,000	\$3,726	\$1.75 for year ending 31.12.06	10 %	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	63,000	\$50	\$50	\$1,000,000 \$1,000,000 \$10,000	\$3,550	Final of 1 1/2 making \$3 1/2 for 1907	6 1/2 %	\$33
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$1,000,000 \$10,000	\$141,442	Final of \$4 making \$8 for 1907	7 1/2 %	\$103
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100,000 \$1,000,000 \$10,000	\$5,104,559	Interim of Tls. 24 for six months ending 31st October, 1907	7 1/2 %	Tls. 82 buyers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 100,000 \$1,000,000 \$10,000	Tls. 12,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %	Tls. 224 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,000 \$1,000,000 \$10,000	Tls. 6,535	Tls. 6 for 1907	6 %	Tls. 100
Astor Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$1,000,000 \$1,000,000 \$10,000	\$10,908	\$2 1/2 for year ending 30.6.07	10 %	\$21 buyers
Central Stores, Limited	59,128	\$15	\$15	\$1,000,000 \$1,000,000 \$10,000	\$9,178	\$1.80 for 1906	10 %	\$12 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$1,000,000 \$10,000	\$12,525	Final of 1 1/2 making \$2 1/2 for 1907	7 1/2 %	\$96
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$1,000,000 \$10,000	\$3,915	Final of \$3 1/2 making in all \$7 for year ending 31.12.07	7 %	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000 \$10,000	\$4,621	70 cents for 1907	7 %	\$10 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$10,000	\$653	\$1 1/2 for 1907	6 1/2 %	\$25 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,000,000 \$1,000,000 \$10,000	Tls. 107,547	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907	7 1/2 %	Tls. 115 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$10,000	\$1,541	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48 ss. and b.
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 \$1,000,000 \$10,000	Tls. 8,807	Tls. 2 1/2 for year ending 31.10.1907	4 1/2 %	Tls. 56 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	\$1,000,000 \$1,000,000 \$10,000	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$103 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000 \$1,000,000 \$10,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	10 %	Tls. 31
Lauching-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 100,000 \$1,000,000 \$10,000	None	Tls. 8 for 1906	10 %	Tls. 71
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 100,000 \$1,000,000 \$10,000	Tls. 50,663	Tls. 30 for 1906	10 %	Tls. 300 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,200 \$1,200 \$10,000	\$68	1/3 per share for 1906	9 %	\$71 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000 \$10,000	None	\$1.20 for 1907	11 %	\$16 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$10,000	\$25,000	60 cents for year ended 28.2.06	10 %	\$16
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$10,000	\$3,593	80 cents for 1907	9 %	\$9 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000 \$10,000	\$2,974	\$1.30 for year ending 31.7.07	6 1/2 %	\$10
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$10,000	\$1,078	Final of 75 cents making in all \$1 1/2 for 1907	12 1/2 %	\$10 ex div.
Hall & Holt, Limited	21,000	\$20	\$20	\$1,000,000 \$1,000,000 \$10,000	\$15,002	\$2 1/2 for year ending 28.2.07	9 1/2 %	\$25
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$10,000	\$2,553	\$1 per share for year ending 28.2.07	6 1/2 %	\$16 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$10,000	\$4,578	Final of \$1 1/2 making in all \$1 1/2 for 1907	8 1/2 %	\$23 sales
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$10,000	\$18,191	Final of \$1.20 making in all \$2 for 1907	6 %	\$33
Mitsubishi Bussan Kaisha, Ltd. (London office)	25,000	Gs. 100	Gs. 100	Tls. 547,500 \$1,000,000 \$10,000	Tls. 17,127	Interim of Tls. 10 for 1st quarter	7 1/2 %	Tls. 460 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$10,000	\$2,555	\$1 per share for period from 19th Oct. to 30th Apr. 07	8 %	\$12 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$10,000	None			
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000 \$10,000	None			
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000 \$1,000,000 \$10,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	7 1/2 %	Tls. 108 buyers
Shanghai-Sumatra Tobacco Company, Limited	50,000	Tls. 20	Tls. 20	Tls. 24,800 \$1,000,000 \$10,000	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	16 %	Tls. 671 sellers
Shanghai Waterworks Company, Limited	16,250	£20	£20	Tls. 190,000 \$1,000,000 \$10,000	Tls. 38,322	Final of 37/6 making 32/6 for 1907	10 %	Tls. 360
South China Morning Post, Limited	6,000	\$25	\$25	None	\$41,934	None		\$23 buyers
Steam Laundry Company, Limited	30,000	\$5	\$5	None	\$478	40 cents for year ending 31.5.07	6 1/2 %	\$6 sales
Sientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,000 \$1,000,000 \$10,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	4 1/2 %	Tls. 97 sellers
Union Waterworks Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$10,000	None	50 cents for 1907	4 1/2 %	Tls. 57 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$1,000,000 \$1,000,000 \$10,000	\$1,560	80 cents on 9,000 ord. shares and \$1.50 on 100 Founders shares for yr. and 31.5.07	7 1/2 %	\$11
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000 \$10,000	\$5,482	Interim of 30 cents for account 1907	6 1/2 %	\$10 buyers
William Powell, Limited	15,000	\$10	\$10	None	\$41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$11
* These shares are entitled to half of the profits.								
DIVIDENDS PAYABLE (—)								
Hongkong Electric Company, Limited								May and

His Excellency the Governor has given his assent to the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—An Ordinance to amend the Chinese Extradition Ordinance, 1880; and An Ordinance to authorize the making of Bye-laws by the Hongkong and Kowloon Wharf and Godown Company, Ltd.

AN affray occurred on board the steamer *Mahe* on the 24th ult., as a result of which Sui Kwa Chui, a stevedore's coolie, is lying in hospital for treatment of his injuries. Sui's three assailants were formally charged before the Police Magistrate on the 25th. The case has been adjourned to the Monday to enable the complainant to be present before the charge can be proceeded with.

It is notified that the cancellation of the memorial of re-entry by the Crown of:—Victoria Marine Lots:—247, 260, 261, 262, 263, 264 and 265; Victoria Inland Lots:—1030, 1031, 1032, 1033, 1039, 1040, 1041, 1042, 1043 and 1102; Shaukiwan Lots:—33, 35, 399 and 400; and Kowloon Inland Lots:—585, 686, 687 and 688 has been registered according to law.

In their report of last Saturday's date Messrs. Erich George & Co. write:—Business during the week under review has slackened down, and although rates keep fairly steady—in fact in some few isolated cases showing a further improvement—larger transactions are not feasible at present, no time business being done, and almost every transaction being on a purely investment basis.

IP Tin, a barber, of 60, Queen's Road West, took himself across to Kowloon last Tuesday to help a friend do some work. He was sent to the Indian barracks to shave some of the men and while there helped himself to some of the soldiers' cooking utensils. He was caught red-handed. At the Police Court, on Wednesday, he was charged with stealing two brass trays and a pot and, on pleading guilty, was given a month's hard labour.

On the morning of Thursday, the 9th ult., a.s. *Albatross* came into Port. She is a British vessel of 2,297 tons, 125 h.p., owned by Messrs. Thos. Stephens and Sons, Captain G. S. Bone. She came in for bunker coal only and is the first vessel which has called at Sandakan for this sole purpose. We hear she is taking 700 tons, and no doubt will find the coal as excellent for steam raising purposes as other vessels have done.—*B. N. Herald*.

THERE was a rumour the other day in local Chinese circles that Kuo Erh-chin and Chung-yung—the two men who were found guilty in Peking of sending secret information to certain foreign legations, had been decapitated whilst en route to Chinese Turkistan as convicts. It is now stated that the rumour is without foundation and that the two exiles have already reached the borders of Shensi province which is about a third of their journey. As the sentence is one of banishment for life the exile contained in the rumour is that their families and friends should consider these two men as already dead.

In the Marine Court, last Thursday, the Harbour-master fined two boarding-house runners \$10 each for boarding the steamer *Eastern* without the master's consent. It was stated by Police-man Edwards, the prosecutor, that about 1.30 p.m. on Wednesday, as soon as the *Eastern* got to her buoy, the captain informed him that a woman had come aboard whilst the ship was under way and had taken a boarding-house runner and board her. The officer was asked to search for them. He found the two defendants among the passengers exhibiting some papers. On examination the papers proved to be boarding-house advertisements.

MR. A. Shelton Hooper and Mr. Henry Humphreys, two of the members of the Public Health Commission, were present at the meeting of the Legislative Council yesterday afternoon, and followed attentively the speeches by the various members on the second reading of the Public Health Amending Bill. Besides being interested in the Bill as members of the Commission, which originated an amending enactment to the principal Ordinance, Messrs. Hooper and Humphreys, because of their close personal connection with the extensive property interests of the Colony, have evinced a large amount of concern in the passage of the new Bill through its successive stages in Council. Both those gentlemen left the Council chamber when it was announced that the Committee stage of the Bill would be postponed.

TAOTAI LIU, Director of the Chinese Mining Company at Taiyuan, has received back all the properties of the Peking Syndicate based at Ping-tung and other places in Shanai, and so the interests of the British concessionaires in that Province are now entirely abrogated. By permission of the Chinese Government the Company is advertising in the native journals in North China for the subscription of Tls. 5,000,000 to enable the Syndicate to work coal and iron mines at Pingtungchow. The shares are offered at Tls. 100 each, in order to carry out the policy of the people of Shanai, the shares are only negotiable among Chinese subjects. The share list closes at the end of April and the amount has now been over-subscribed, chiefly by Shanai bankers. The company has engaged a native mining expert as Chief Engineer, at a salary of Tls. 600 per month with free quarters and an allowance \$10 per day travelling expenses when he goes out to report upon mineral prospects. This Chinese engineer was first educated in England and has been employed in mining operations in the United States during the last twenty years. The company has ordered machinery from Europe and the iron foundry will be established with a capital of Tls. 1,000,000. The reason why this Company did not experience difficulty in raising capital this time lies chiefly in the highly satisfactory condition of the shares of the Taiching-ping Hong or National Bank of China.—*N. C. D. News*.

April 30th April 30th
10 a.m. 4 p.m.
Barometer 30.25 30.75
Temperature 58 65
Humidity 50 55
Rainfall .00 .00